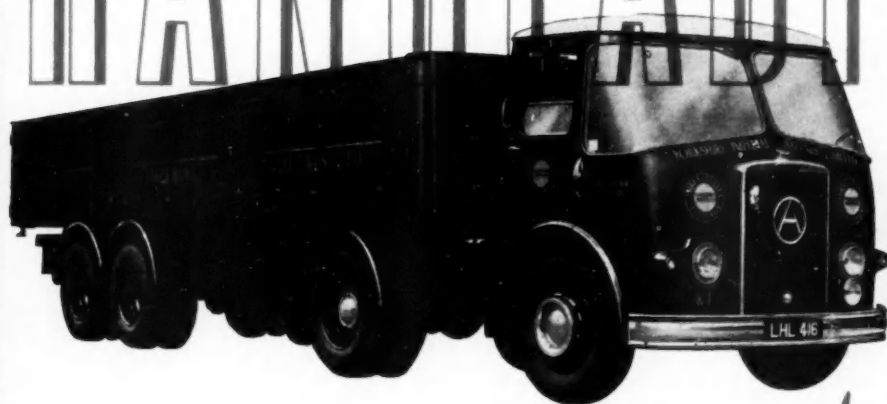


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FRIDAY, FEBRUARY 17, 1961
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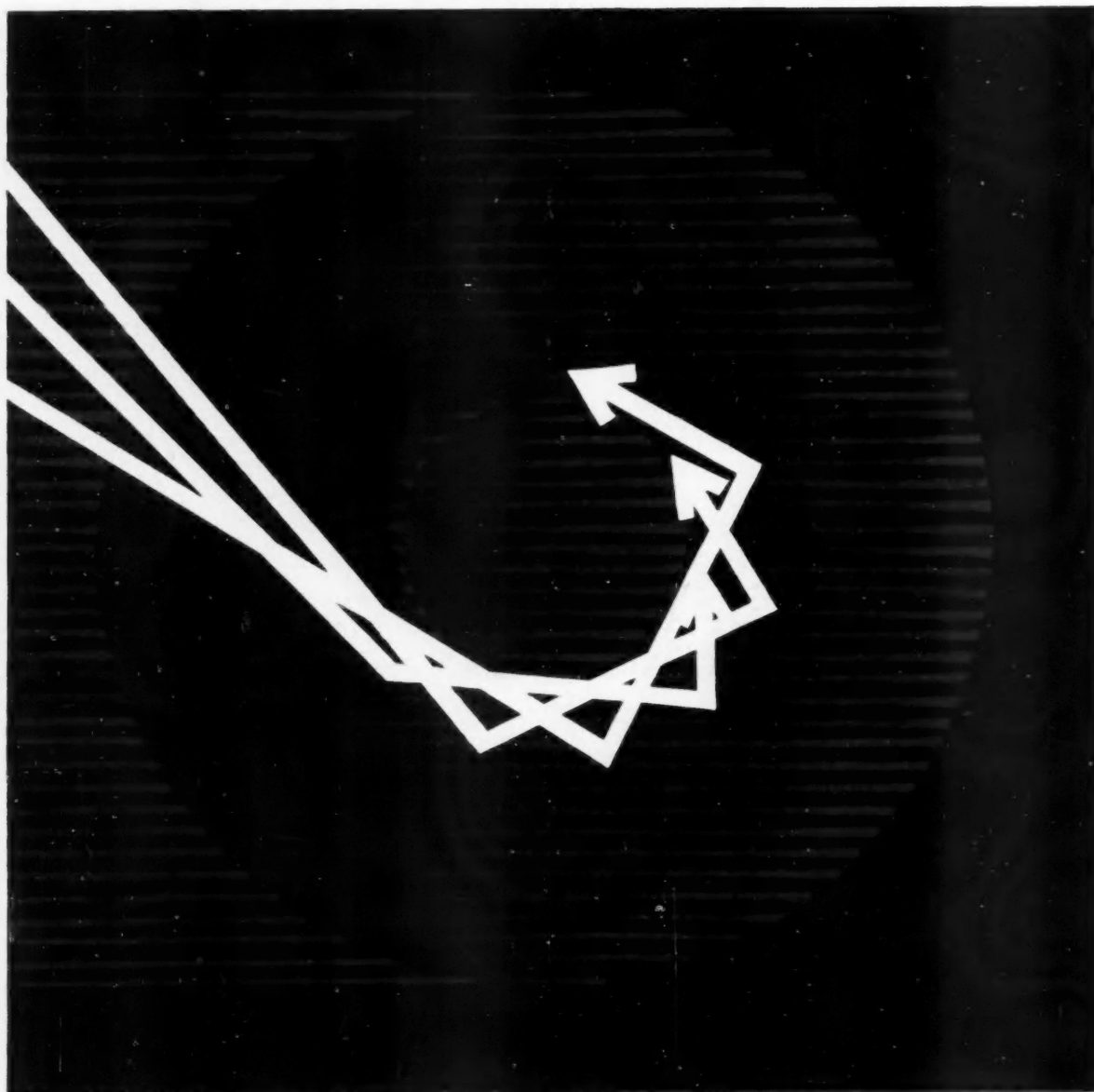




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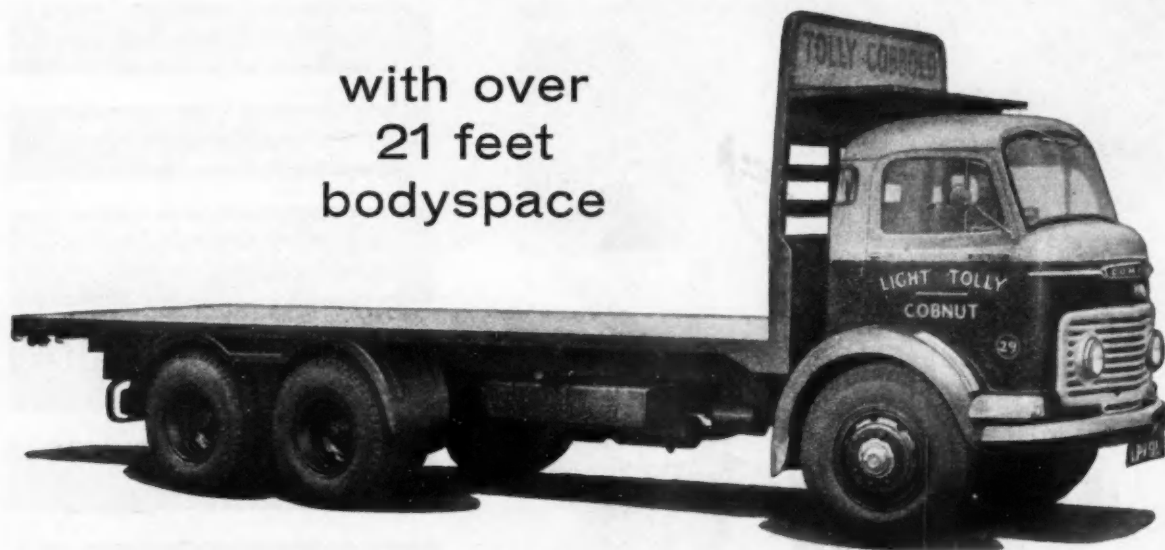
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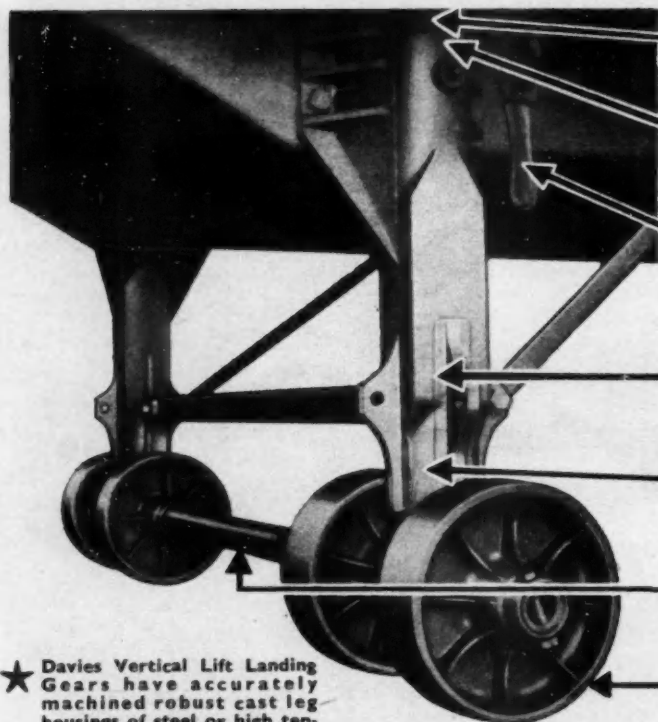
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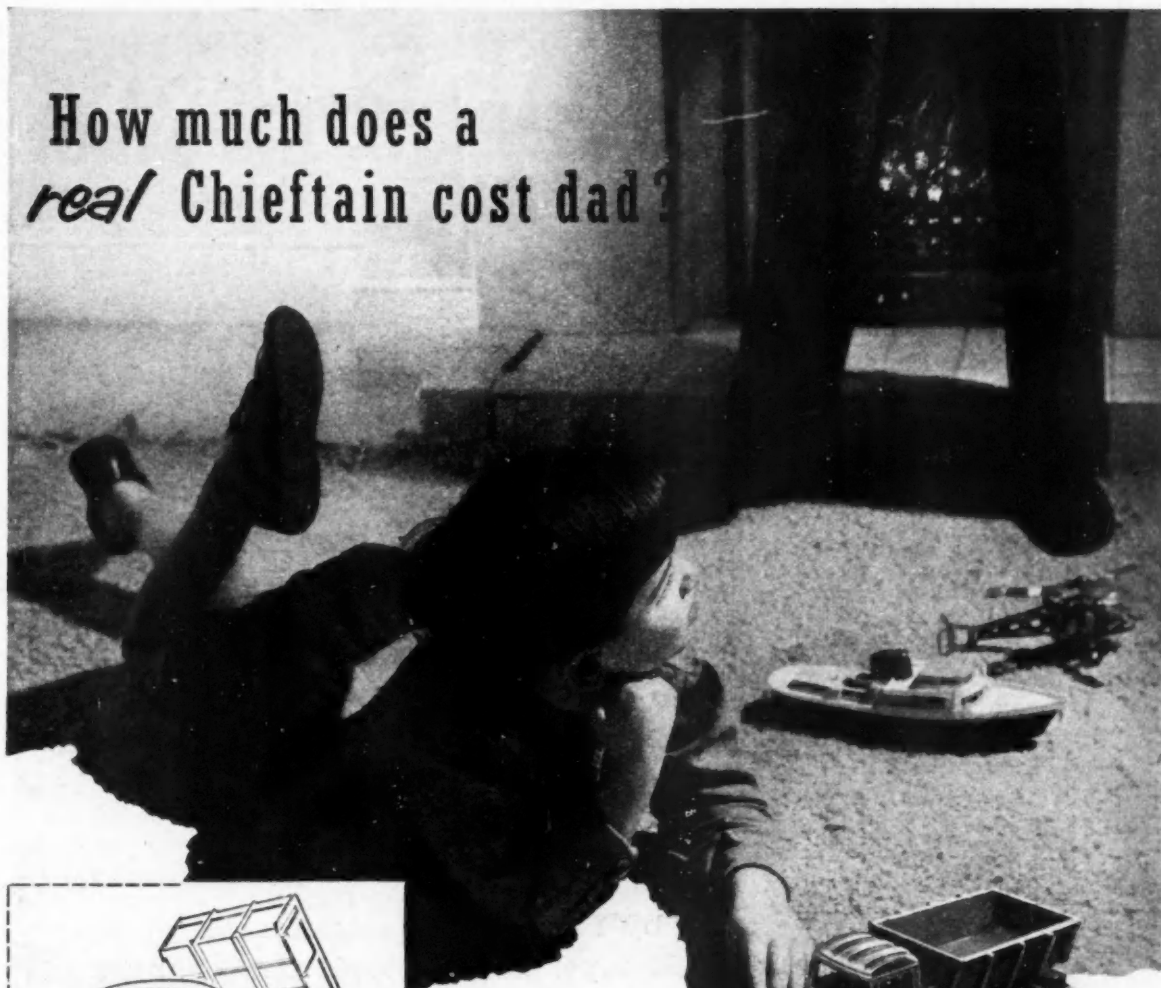
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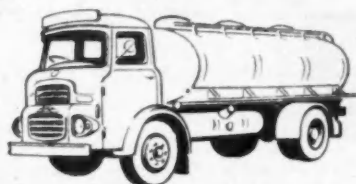
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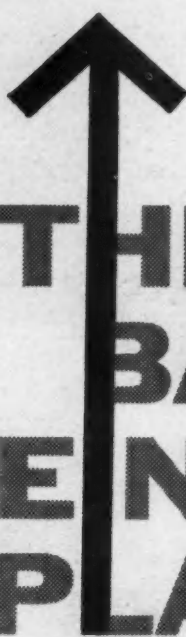
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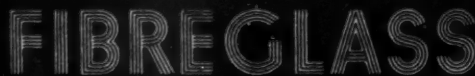


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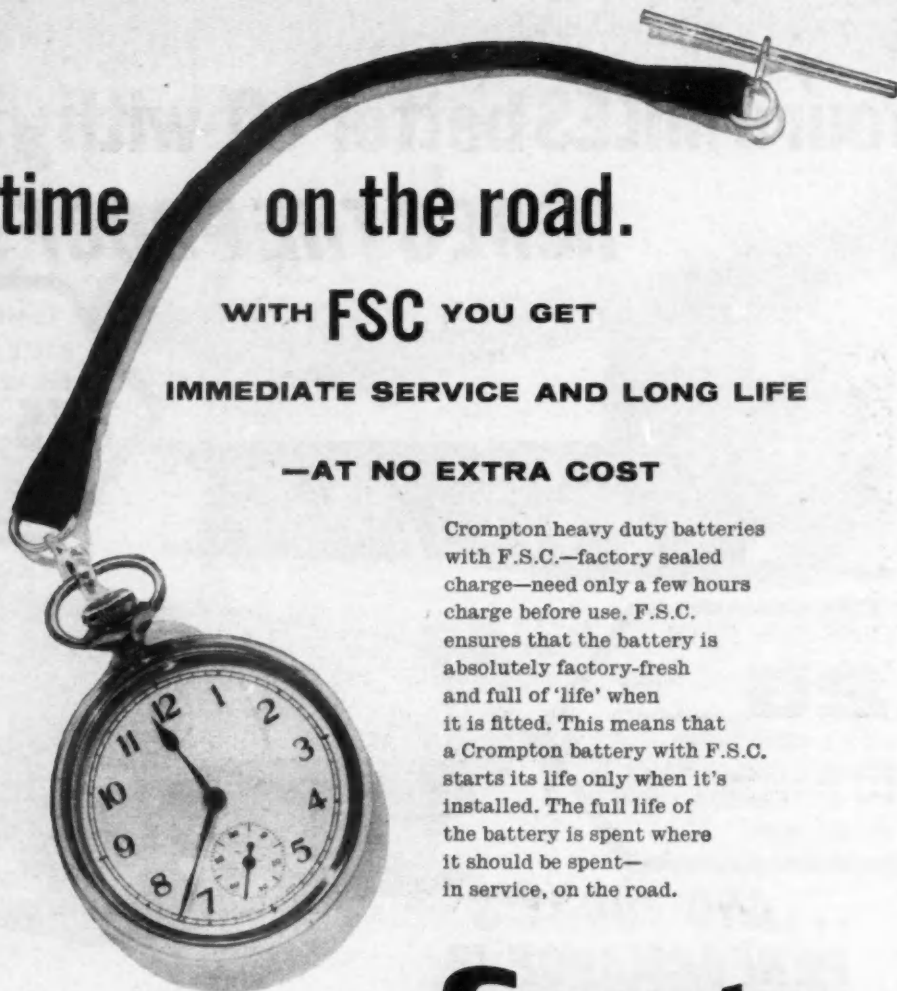
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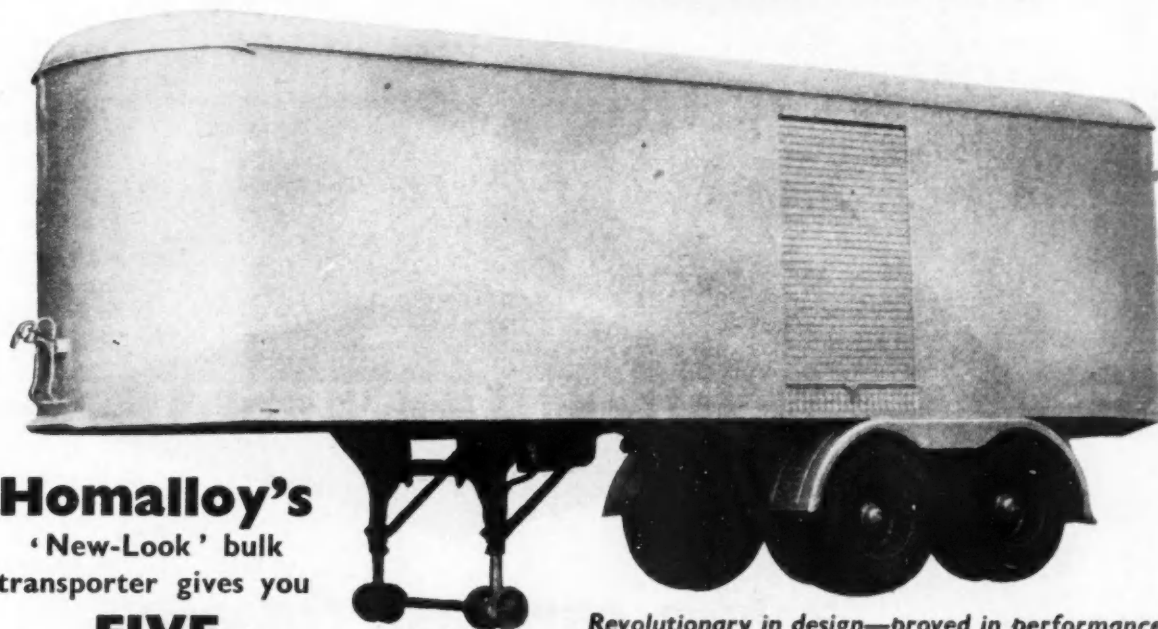


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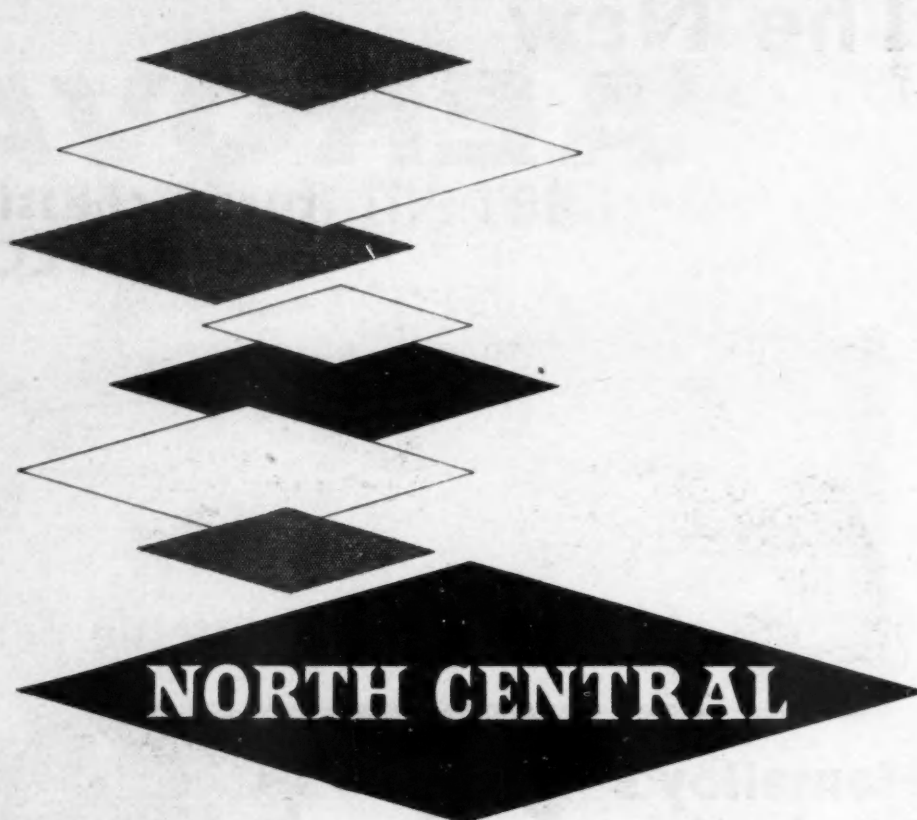
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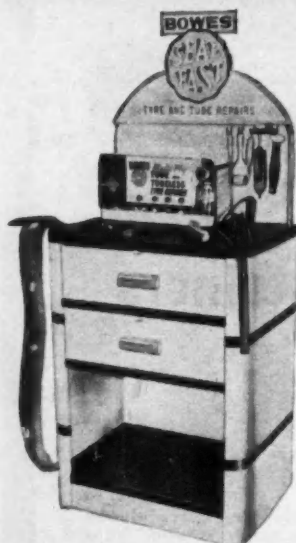
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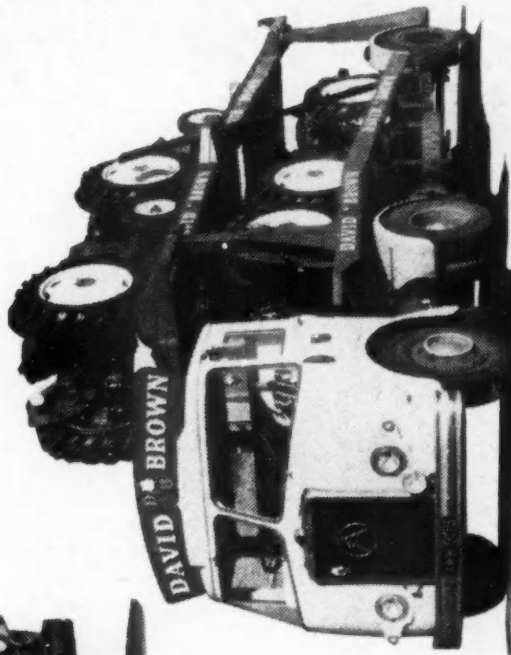
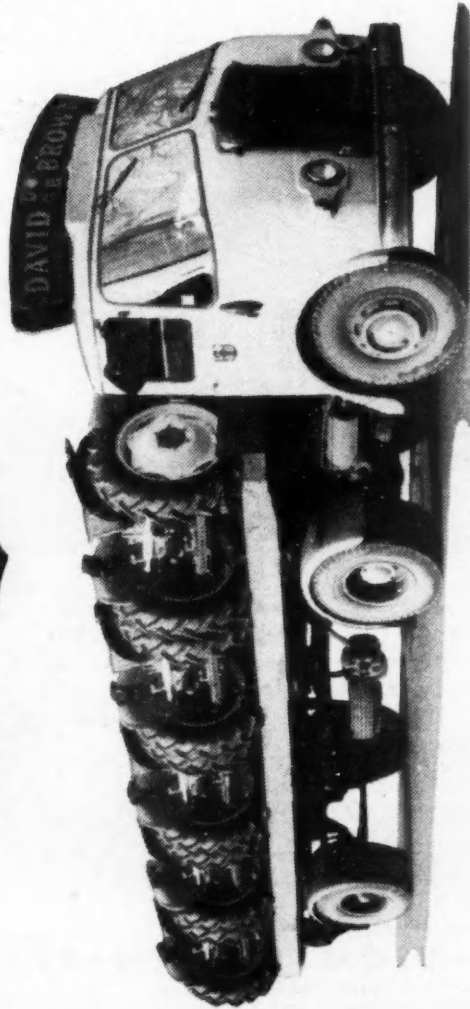
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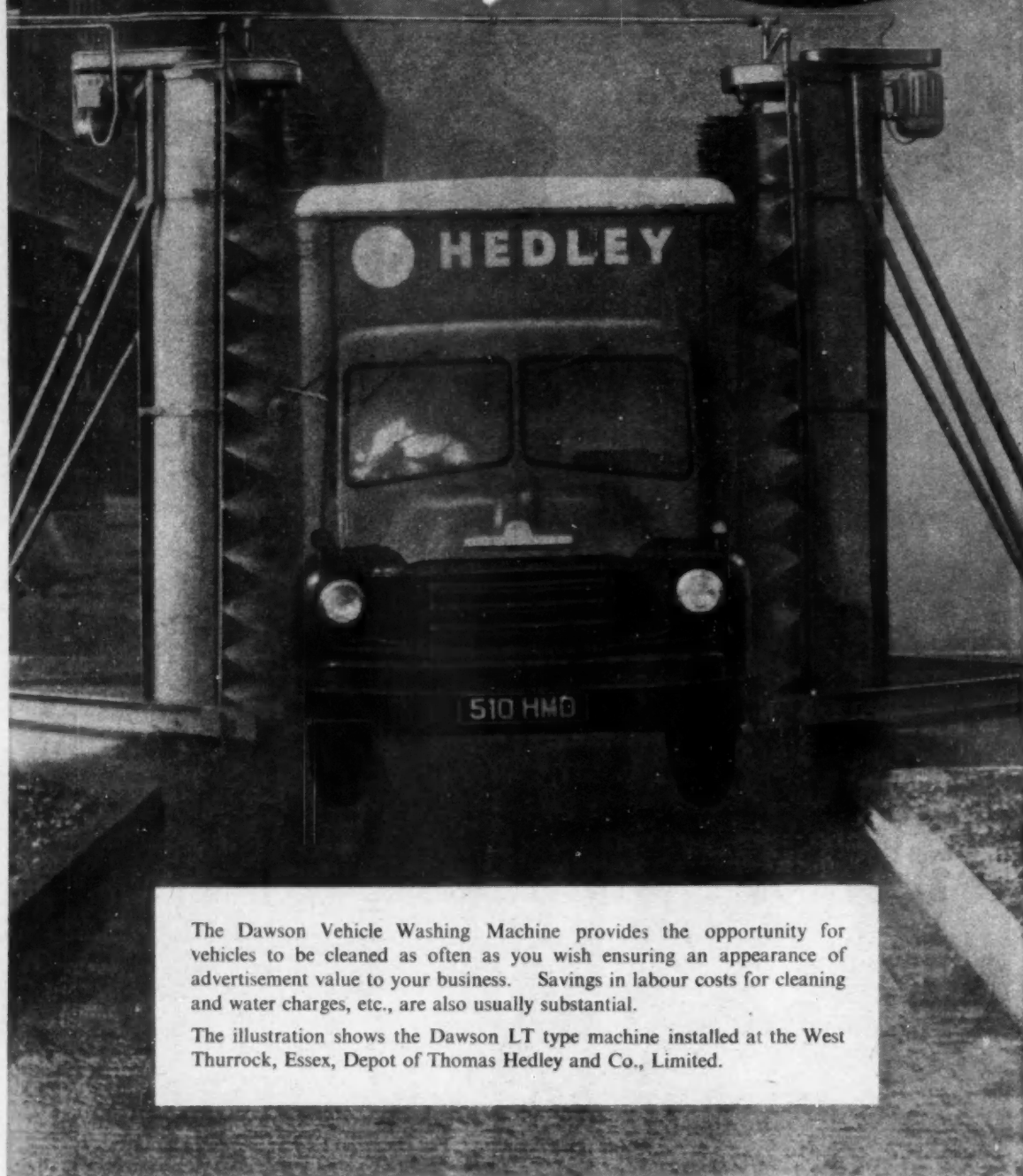


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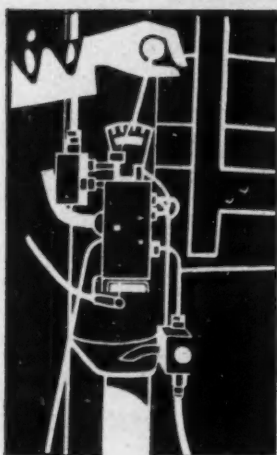
performance and it has kept our operating costs where we want them—right down! At the end of this first period we went on to double-shift working—and again the A.E.C.'s took this in their stride. We did six years on the original engines with virtually no trouble at all—we didn't even have the heads off! Your convenient engine replacement plan now enables us to enter a second phase of dependable low-cost operation."

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THE COMMERCIAL MOTOR

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Compiled by "S.B." of "The Commercial Motor"

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TWO	RIGIDS	3 tons to 7 tons
THREE	RIGIDS	8 tons to 16 tons
FOUR	RIGIDS-ELECTRICS	10 cwt. to 2 tons
FIVE	ARTICULATED	3 tons to 6 tons
SIX	ARTICULATED	8 tons to 16 tons

PASSENGER VEHICLES

SEVEN	BUSES	14 seats to 70 seats
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NINE	CARS	1,000 c.c. to 4,000 c.c.

ADDRESSES

SUBSIDIARY TABLES AND SECTIONS

The greatest advance in 'artic' design

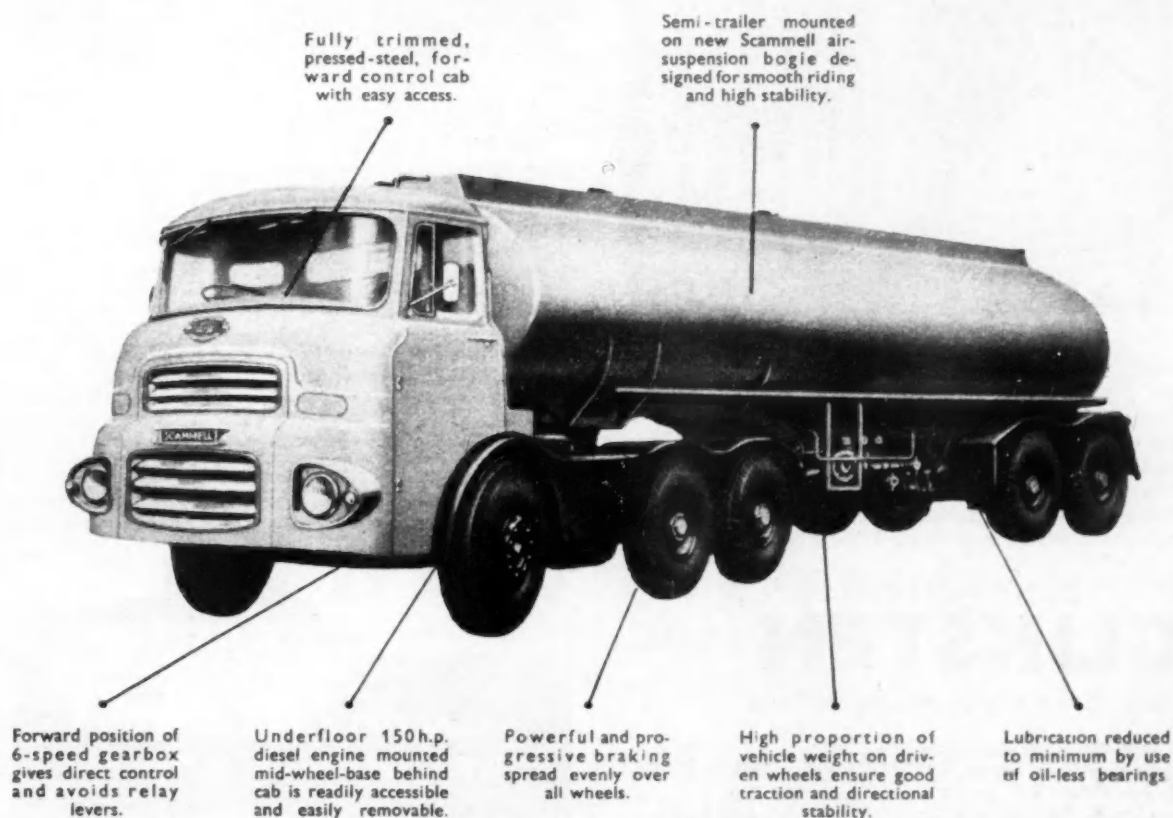
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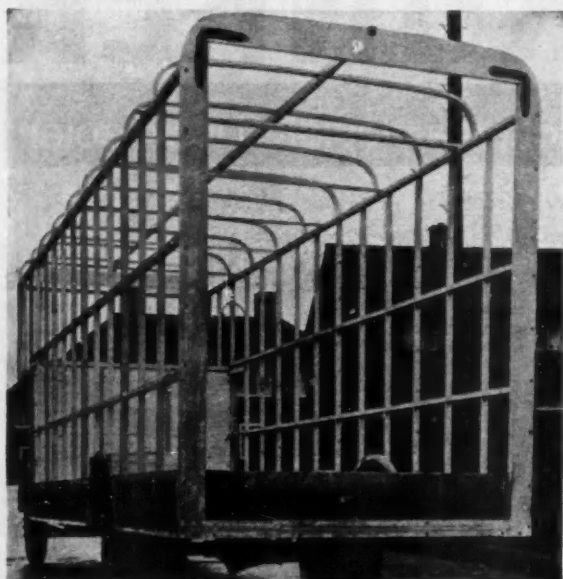
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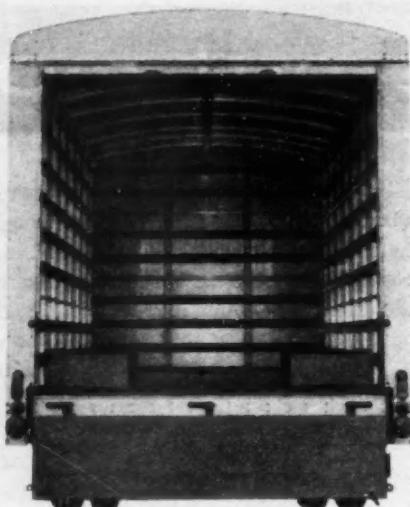
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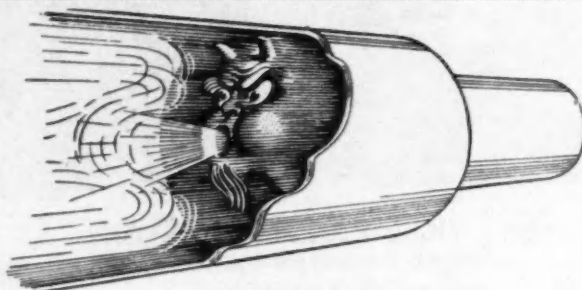
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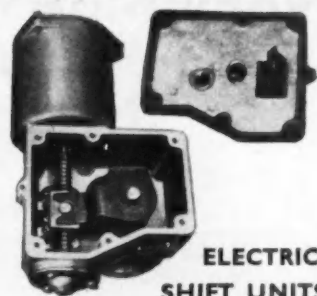
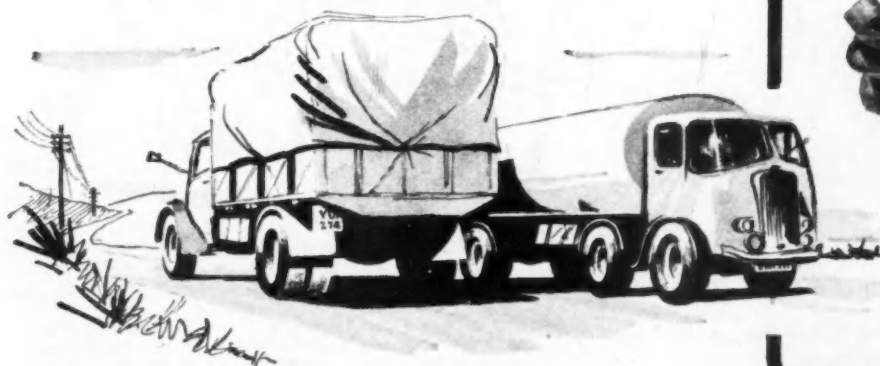
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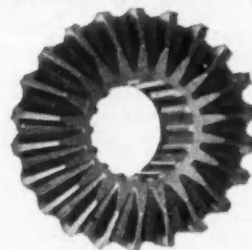
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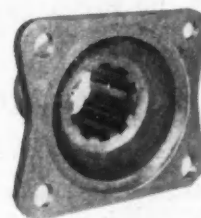
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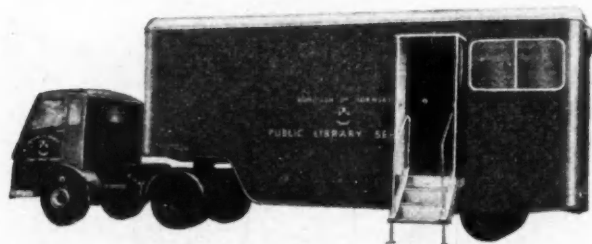
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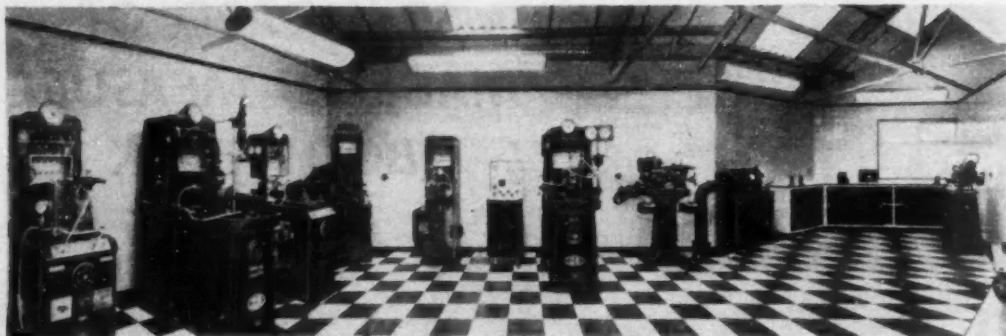
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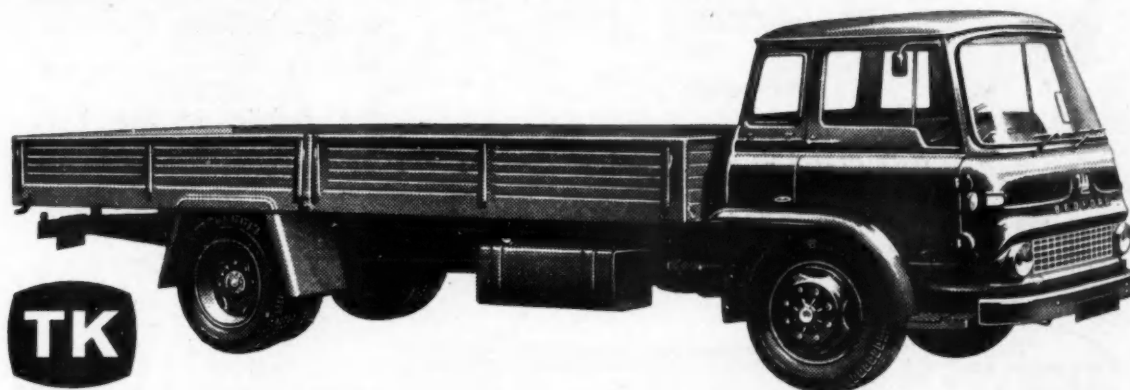
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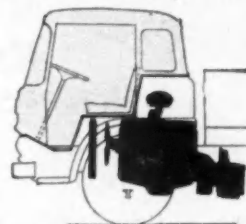
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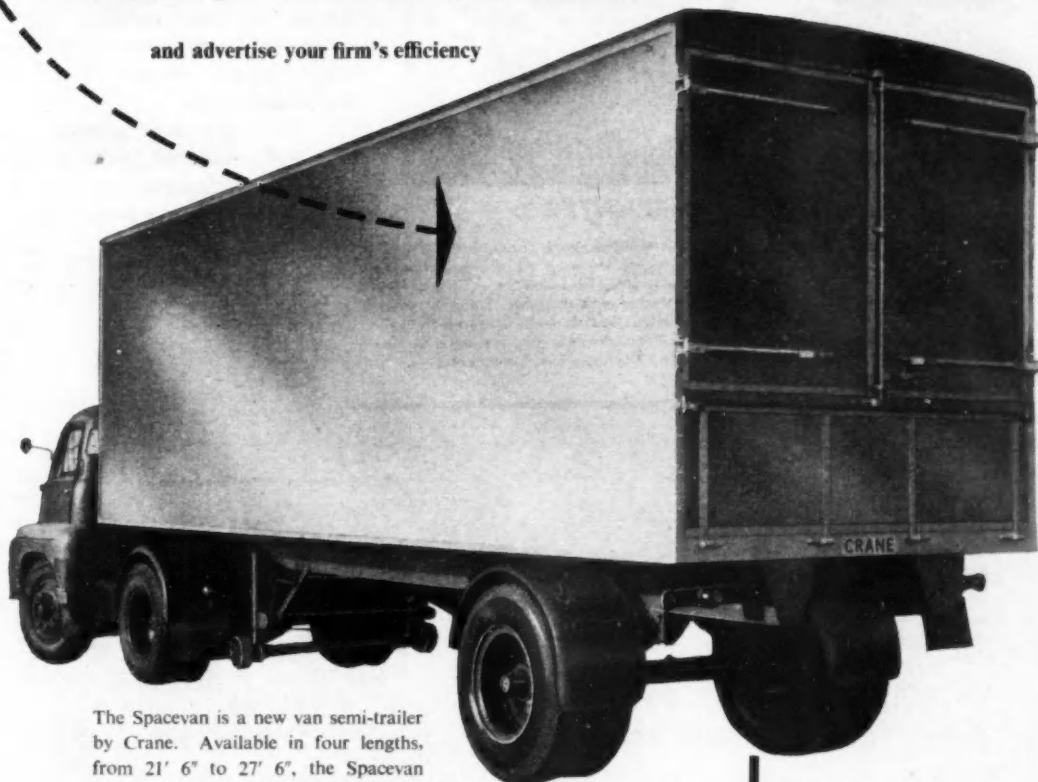
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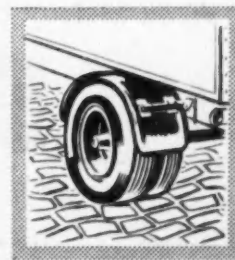
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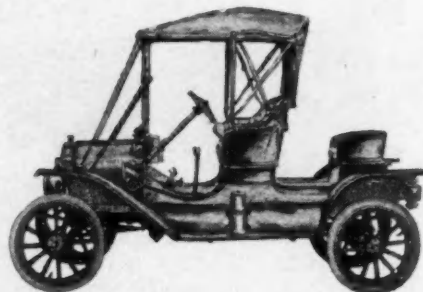
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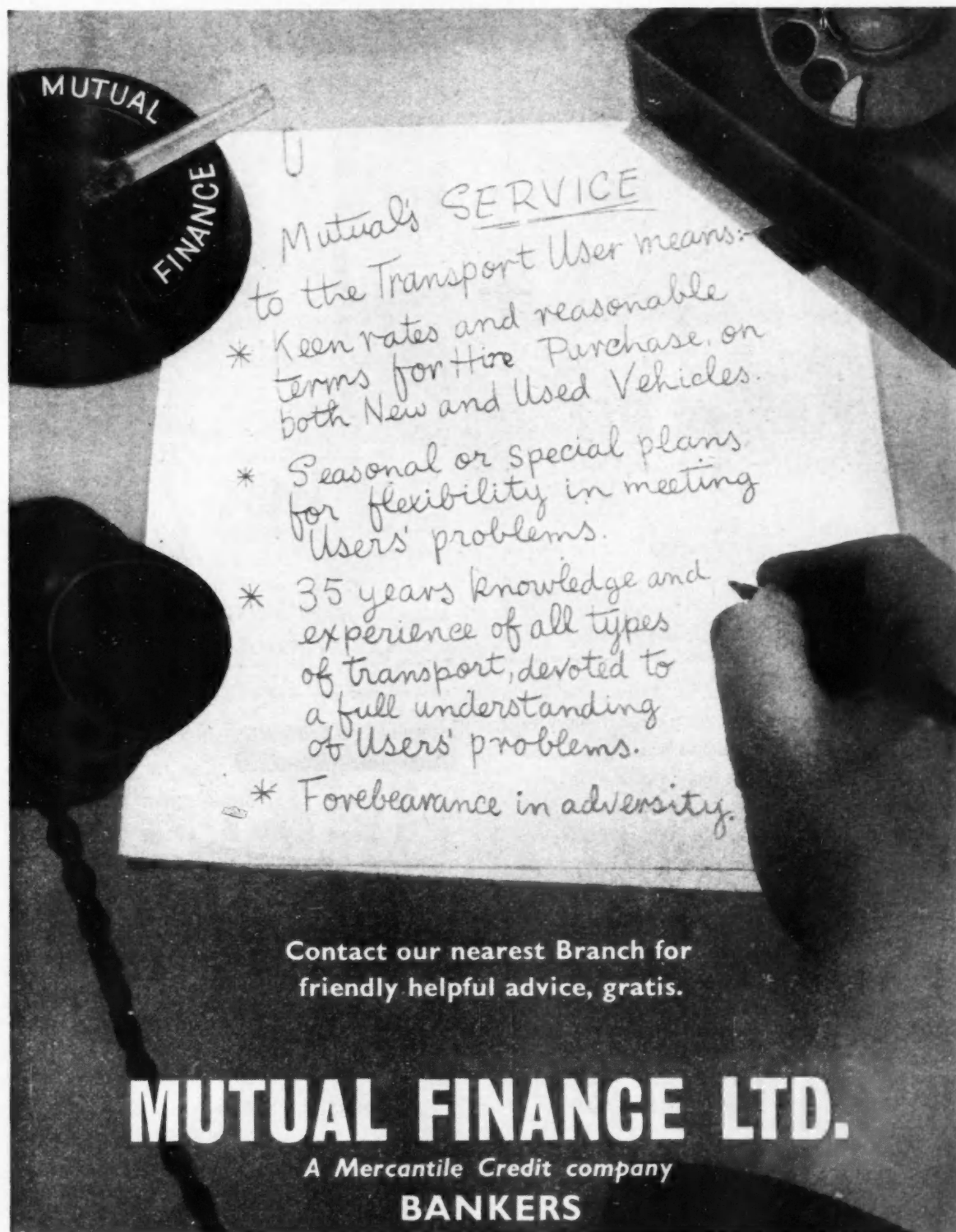
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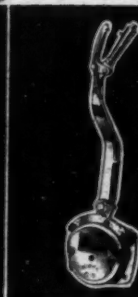
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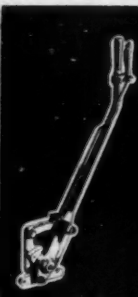
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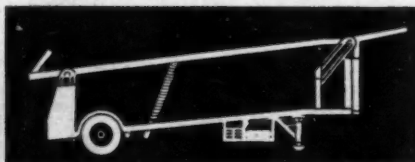
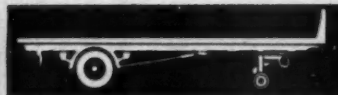
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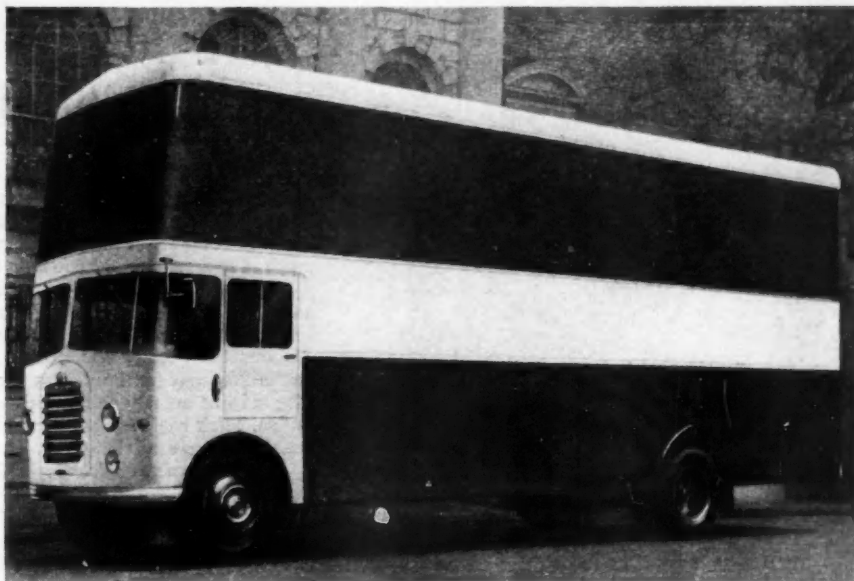
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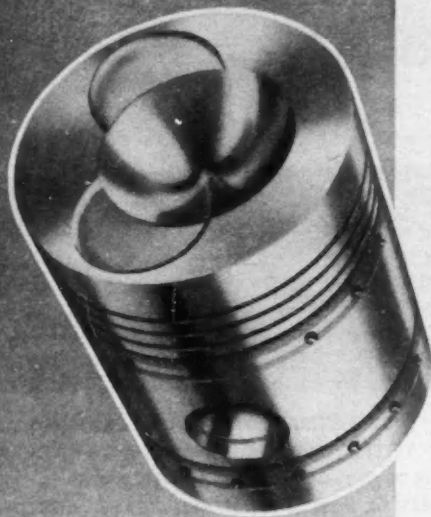
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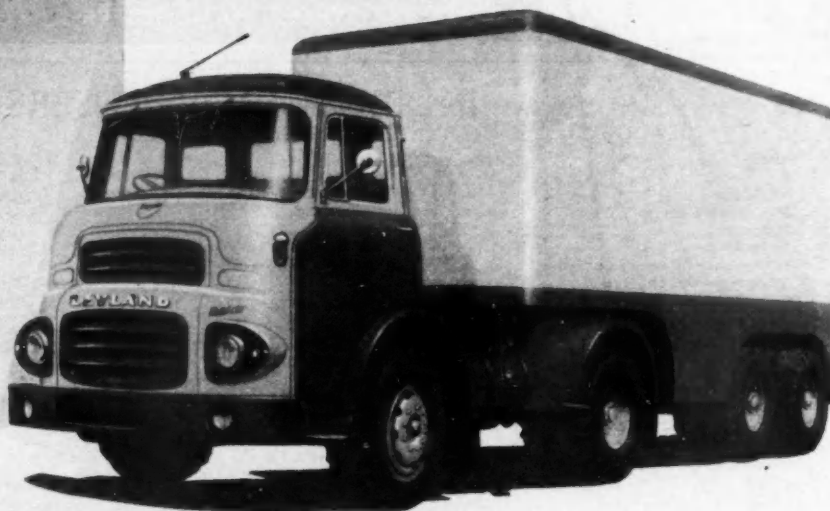
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There is no doubt that the cost of an exhaust brake can quickly be recovered in operation. This is made quite clear by the author of an article on page 78 of this issue. The findings of this technical survey, carried out for *The Commercial Motor*, also show that the old red herring about an exhaust brake adversely affecting engine wear is utterly false.

What, in fact, is the case? For something like £50, an operator can have an exhaust brake fitted as original equipment: it would cost about £10 extra if fitted as a modification to an existing vehicle.

What sort of savings are effected? Cases are quoted. One operator saved 28 per cent. on front relining costs and 17 per cent. on the back brakes. Another operator recorded only 50 per cent. of normal lining wear over a 45,000 mileage on each of seven vehicles. Less easily measured, but equally important, is the reduction in driver-fatigue resulting from the use of exhaust brakes. There is also the added safety margin on long descents, reducing the likelihood of severe fade. In fact, one fully loaded coach descended Porlock (1 in 4) on first gear, without using the footbrake at all.

What about these allegations of adverse effect on engine wear? Manufacturers and operators categorically deny this. They also say there are no service problems. After 106,000 miles with an exhaust brake, one coach showed negligible bore wear. At 136,000 miles the bearings were perfect. Standard rings were used on reassembly of the power unit. There is, in fact, a possibility that an exhaust brake prolongs engine life because its use causes a reduction in thermal stressing of valves, head and block.

There is the evidence. Why do operators not show a greater interest in using exhaust brakes? They seem to be missing a small, but useful, improvement to their finances.

Making Work Study Work

JARGON in any context is valueless. At worst it can create antagonisms that need never have existed, and which could prejudice otherwise potentially productive inquiries. Work study unfortunately errs in this respect, and the application of these remarks to transport is apposite. Successful operators are practical men. They are continually making spot decisions, whilst the time factor is inherent in all that they do.

As was shown during the one-day conference on "Work Study in Distribution and Transportation" held in London last week, there are both opportunities and dangers in the application of work study to transport. Mr. B. Fry, when giving the union's view on work study, rightly emphasized that the workers' answer to anyone trying to put over something they did not understand was inevitably: "No." Lines of communication between management and men must be clear from top to bottom when proposed schemes of reorganization are being considered. In such circumstances patience and tolerance are essential. Nevertheless, transport applications can, and do, prove worthwhile.

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ALAN HAVARD

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Technical Editor:

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Men Who Make Transport

Alexander



He washed cabs to start—Mr. Alex Samuels.

AS IS entirely right and proper, the chairman of the London and Home Counties Traffic Advisory Committee is a Londoner who loves his London and the people in it. Alex Samuels was born in Shoreditch in 1905. Neither the borough nor the era were exactly salubrious, and life on the borderline of poverty was a succession of dismal struggles to eat and pay the rent.

Bird's Eye View

Not Exactly a Newcomer to Tankers

THE doyen of the British tanker operating fraternity must surely be 86-year-old Mr. John Horrocks, of Handforth, Cheshire, who is still a regular visitor to the Manchester headquarters of J. M. Horrocks and Sons, Ltd. Here, among other things, he casts his expert eye over the daily loading figures for the vehicles and over the weekly fuel averages. He has been seen at many R.H.A. conferences, and was among those present last October in Blackpool.

The Horrocks family have a long connection with the Lancashire chemical industry. Back in 1897 young John also opened up in local transport with horses and barrel carts. He told me when we met recently how, following receipt of a contract inquiry in his early days, he had a 50-cwt. horse-drawn tank built. Being one with a practical eye, he had investigated the job on the spot and found that when fully laden the journey would be generally on a falling gradient. Thus he was able to budget for a much higher quantity than would normally have been the case and to reduce rates accordingly.

Championed Pay Rise

IT was John Horrocks who in 1900, when Manchester transport drivers were calling for a standard wage of 24s. a week, had the temerity to stand up for them and to obtain substantial support among hauliers for granting the request. Although

nobody else in the organization approaches Mr. Horrocks' length of service, the company has one man with a 45-year record of employment and another who has served 44 years.

Some time after Mr. John Horrocks had celebrated his diamond jubilee in the business, the staff decided to prepare for him a printed record of some of the outstanding incidents in his career and these, together with photographs, were bound into a volume entitled "This Is Your Life." It was presented at the company's drivers' dinner-dance last winter.

Under the Influence

AFEW days ago I was gratified to hear something of the influence which the pages of this journal have upon certain individuals. At a traffic court, a Blackpool haulier wanted to vary the conditions attached to his A-licensed vehicle, which he had bought from an elderly woman some 18 months previously. When admonished by Mr. L. Shelton, the Deputy Licensing Authority, for operating outside the conditions he said: "Well, until a few weeks ago I did not know there were any such things as normal users, but then I started reading *The Commercial Motor* and found out they existed."

Asked why he had not made inquiries from the vendor as to the vehicle's user, he replied: "Well, she was a woman and over 60. She wouldn't have read *The Commercial Motor* so she wouldn't know."

Samuels

The infant Samuel's father was a hansom cab driver whose earnings were all too often dissipated at the local, and as soon as young Alex was strong enough to lift a bucket he was washing cabs. At 10 he did a milk round and washed the cab at night, attending the local elementary school during the day. It must have been a happy dawn when he was released to become an apprentice at Maudslay Motors, at Ravenscourt Park.

Even that didn't turn out as happily as had been expected. This was the mid-twenties and there was no work to offer the newly trained motor mechanic. For a year, Samuels was on the dole and knew something approaching despair. Yet he had a burning urge to struggle out of the soul-destroying depths of poverty and he was quite prepared to expend the whole of his talents and energy to earn the security and comfort he had never known.

He was fortunate. He found a job as a taxi-driver, and it was while he was amassing the geography of London necessary to get his licence that he really learnt to love the town. He found that training a fascinating experience and his knowledge of the metropolitan boroughs is as profound today as it was then.

It did not take him long to realize that there was more in taxi-work for him if he owned his own cab. The only difficulty, and one which had been with him all his life, was the lack of money. This was overcome by resorting to a loan club run by his local public house, and with this money in his hand he was able to put down the deposit on a Unic taxi.

In a year or two, the Unic was joined by a second and then a third cab. Alex entered into partnership with his brother Joseph and the two of them worked extremely hard driving, doing their own maintenance and building up the sizeable fleet of the Great Cambridge Garage. Today, the fleet numbers about 100 cabs, one of which was used by

the B.B.C.'s Mr. Peter Dimmock in the recent Monte-Carlo Rally.

Around 1935, Alex Samuels was introduced to local affairs by the daughter of another great Londoner, George Lansbury. He was persuaded to accept a seat on the Shoreditch school management board and immediately found a new interest, at once personally satisfying and useful. At the same time, perhaps conscious of his own rudimentary schooling, he signed on at the Polytechnic and took mechanical engineering. He was then 30, an age when it is not too easy to absorb new theories and techniques. Today he is proud of his A.M.I.Mech.E. and membership of the Institute of Transport.

During the war, Samuels became a flight-lieutenant, R.A.F.V.R., instructing in the training branch. With the peace and a shattered London to return to, he was elected to Shoreditch Borough Council where he speedily found himself a vigorous member of the Highways Committee. In that capacity, he was appointed to the London and Home Counties Traffic Advisory Committee in 1946, to which body he has devoted much of his time ever since.

He has served successive Ministers of Transport in an advisory capacity on many occasions. He was chairman of Mr. Barnes' special inquiry into London traffic congestion (1951), a member of Mr. Lennox-Boyd's working party for car-parking (1953), Mr. Boyd-Carpenter's speed limit inquiry (1954) and Mr. Watkinson's special survey on parking meters (1956). He is also a member of the Departmental Committee on Road Safety and vice-president of the London Accident Prevention Council.

Rare Distinction

Although he is no civil servant, he occupies today an office placed at his disposal at the Ministry of Transport's new building in Southwark Street. A rare distinction for a voluntary adviser. Here he is to be found on four days in the week, doing a job that absorbs and delights him.

Alex Samuels is a man who enjoys meeting people. He likes to hear and consider their points of view, and he is an excellent conversationalist himself. His talk barely conceals a real warmth and understanding of individuals, even when he is suggesting a possibly unpalatable solution to a traffic problem. He knows very well that if London's streets are to be used for their presumed intention of allowing traffic to move, not everyone is going to be satisfied. Yet he would never agree to using the bulldozing powers of compulsory purchase to make way for road development if it meant destroying the homes of Londoners.

A self-confessed compromiser, he knows that time will provide the answer to most problems. For the immediate future, he has many plans in hand to alleviate the situation of near stagnation that is upon us. He speaks highly of his Minister as a man both of ideas and action, and he is very clear about the relationship between priorities and available finance. He is determined to play his part in making it possible to move round on London roads without the necessity for wholesale demolition, balancing the legitimate claims of road user and householder alike. Drastically to alter the character and shape of London could, he feels, hold social evils greater than the threat of congestion itself. He might be right at that.

Dapper Mr. Samuels, elegant of suiting, tie and carnation, warmly friendly, suavely courteous even under the fire of criticism, has the best qualities of the adviser in high places. He has no axe to grind, he has real knowledge of his subject, and he has balance of mind that is enviable when dealing with large committees. Moreover, he has the optimism and the will to solve a gigantic problem. Given time and co-operation, he will see that the greatest good is done for the greatest number. Let us wish him well. T.W.

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By The Hawk

Into Top Gear Now?

MAN who won't be lost for something to do in his retirement is 67-year-old Mr. Cecil Granville Corfield, of Sale, Cheshire, who this month leaves his job at the Ministry of Transport offices at Manchester. Since 1931 he has written more than 30,000 "Letters to the Editor" and newspapers and magazines can expect to be hearing from him many more times in the future.

Why does he make these letters his hobby? "Why does anybody want to climb Everest?" he replies. His average? About three letters a day.

I wonder how many editors have been tempted to reply to Mr. Corfield: "Dear Sir, unless..."?



Mr. A. E. Sherlock-Mesher

MR. A. E. SHERLOCK-MESHER has relinquished his position as Editor of *The Commercial Motor*.

Mr. Alan Havard has been appointed Acting Editor.

War Over Derv Tax Declared on Chancellor

By our Parliamentary Correspondent

THE campaign for a Budget reduction in the rate of tax on derv has started. Last week Mr. Anthony Barber, Economic Secretary to the Treasury, answered Commons questions about the tax, and the following day he listened to the views of a deputation from the Joint Fuel Tax Committee for the Passenger Road Transport Industry.

Speaking in the House, Mr. Barber told Mr. Frank Allaun (Labour, Salford East) that representations for a reduction in the tax had been received from the Joint Fuel Tax Committee and other sources.

Mr. Allaun said that this tax of 2s. 6d. a gallon, or 200 per cent. of the basic cost, had been responsible for the steady contraction of bus services and the increase in fares. It was a shocking anomaly that while oil for other purposes was entirely tax free, oil for bus services was burdened with this heavy tax.

A national campaign against the fuel tax has been launched by the Joint Fuel Tax Committee for the Passenger Road Transport Industry. A specially prepared leaflet, "The Tax on Bus Travel," has been sent to every local authority and every rural and urban district council in the country urging them to support the campaign, which is backed by the four main operator associations, the M.P.T.A., the P.T.A., the P.V.O.A., and the Scottish R.P.T.A.

The leaflet asks councils to pass resolutions condemning the tax and to send copies of the resolutions to the Chancellor of the Exchequer and Members of Parliament.

Ministry of Transport Ignore Steel Muddle

BY A SPECIAL CORRESPONDENT

BECAUSE of the anomalous state of transport law, twice the number of heavy road vehicles will be required to move 1,000 tons of long-length steel from Tees-side to Scotland for the construction of the Forth road bridge than would be necessary if they were allowed to load to their normal capacity. The Northern Licensing Authority, Mr. J. A. T. Hanlon, was told this at Stockton last week by Mr. M. Hall, transport manager of the Cleveland Bridge and Engineering Co., Ltd.

He was supporting an application by Sunter Bros., Ltd., Northallerton, for additional articulated vehicles with 40-ft. trailers to carry this type of steel.

Mr. Hall said that the piles for the Forth bridge were required to go in pairs to obviate risk of damage, but because of their weight two could not be carried on an articulated vehicle under the Construction and Use Regulations without exceeding the legal limit of 24 tons; and since the recent High Court decision in the Siddle C. Cook appeal, separate pieces could not be considered an abnormal and indivisible load as had been argued previously.

In order to convey the steel lawfully, the builders—a consortium of his own company, Sir William Arroll, Ltd., and Dorman Long (Steel), Ltd.—were having to run the risk of damage and of incurring additional expense, although the vehicles concerned were perfectly capable of carrying two piles safely.

Another anomaly was described during the hearing of a similar application by Siddle C. Cook, Ltd., which tilts the scale in the reverse direction.

Mr. Cook's vehicles were articulated, with 40-ft. pole trailers, and he explained that when lengths of steel from 60-90 ft. were carried the pole was detached and the trailer portion set back, the load providing the articulation.

The pole was then strapped to the load and trailer to provide stability and steer the trailer. An attendant was provided and the vehicle was then regarded as a tractor and trailer and not as an articulated unit, and could carry 32 tons instead of 24.

Here the anomalous situation arises that 32 tons can be carried in this manner, it is suggested perfectly legally, although it would be carried more safely on an articulated vehicle.

This was one of the matters raised by Mr. T. H. Campbell Wardlaw, when representations were made to the Minister of Transport on behalf of Tees-side heavy hauliers some two months ago, seeking a change in out-dated regulations which are preventing special-type vehicles being loaded to capacity.

Although this is a matter which vitally affects civil engineering, industry, road safety and specialist hauliers, no move has yet been made by the Ministry.

The matter is the more urgent in that although in most traffic areas police and enforcement officers are turning a blind eye to the "illegal" carriage of long lengths of steel where vehicle capacity is adequate, in the Northern area the Licensing Authority's enforcement staff are conducting an all-out war to enforce the regulations, and further summonses are pending both against Siddle C. Cook, Ltd., and Sunter Bros., Ltd. In addition, customers loading vehicles above the present limit are also threatened with prosecution as aiders and abettors.

It is common knowledge that the existing regulations are being broken every day. If they were stringently enforced in every traffic area the country's economy would suffer a severe blow through the slowing down of steel traffic carried by road.

"Time to Call a Halt," says Mr. Hanlon

"SOMETIME, I suppose, somebody is going to call a halt to this," said Mr. J. A. T. Hanlon, when he granted two vehicles to Siddle C. Cook, Ltd., of Consett, County Durham. He was referring to the lengths of loads required to be carried from Tees-side steelworks.

For the applicants, Mr. T. H. Campbell Wardlaw said that the company was granted two vehicles on short-term licence at the beginning of January and they had put in a substantive application for six vehicles.

His clients now wished to modify this number to three vehicles, units of 5 tons each and pole trailers of 6 tons, the normal user being steel and steelwork and other materials in long lengths to and from all parts of Great Britain.

As well as the B.T.C., there were objections from several independent

hauliers, but upon an undertaking being given by the applicants that the vehicles, if granted, would not be used on general traffics, the independent operators had withdrawn their opposition.

Mr. S. C. Cook, managing director, dealing with the figures of long-length traffic carried, said that for his principal customers there had been an increase in earnings from £42,217 in the year 1958/59, to £63,796 in the following year. There had been a "tremendous additional demand" upon the facilities at his disposal for long-length traffic, and there was no possibility of meeting this.

He had gone to the extent of inviting all people who came to the Newcastle quayside with long-length vehicles to contact him and he would "fix them up" with return loads of steel. He had contracted to move a new excavator,

which was being built, from Glasgow to Grantham. Twenty-one vehicles were required to move it, and if the application were not granted, he could not meet his obligation without working his vehicles on a double shift.

Mr. Cook said that the reason why, in the past few months, his long-length receipts were down was because, owing to the regulations, each vehicle was carrying less. "Where the vehicles were going out with 20 tons on, they are now only carrying about 14 to 15 tons."

In his decision, Mr. Hanlon said that for reasons of economy, or convenience, or competition, which existed in the steel industry, lengths were getting longer and longer. However, he had no power to say that it should go by rail and he was satisfied that a case had been made out for two vehicles.

FOCUS ON TIPPERS

Next week's issue of "The Commercial Motor" will include several features of special interest to tipper operators, dealing with some aspects of their particular sphere of operation. It will also, of course, contain all the regular features as well as articles of interest to non-tipper operators. This enlarged issue will still cost, as usual, 1s.

Jack Report Pressure

From our Political Correspondent

LOCAL authority associations, Women's Institutes and M.P.s from rural constituencies are combining to put pressure on the Minister of Transport to publish the Jack Report on rural transport well before Budget day, which is expected to be April 11.

The M.P.s in particular, are anxious



Western S.M.T. Co., Ltd., are operating about 20 Leyland Leopard luxury coaches on their regular express services between Glasgow and London. This picture was taken at Victoria Coach Station and shows two of these Alexander-bodied 30-seaters. The fleet has covered over 1½m. miles and average fuel consumption so far has been 16.89 m.p.g.

to get the report in their hands before the Budget comes along because they want to formulate amendments to the Finance Bill which they believe the report will recommend to help in the provision of transport in areas where branch railway lines are being, or have been, closed. The Chancellor may, of course, forestall them by making the changes that they want in his Budget proposals.

Whether the Jack Committee recommend it or not, M.P.s will be pressing once again for some easement in fuel tax for companies operating uneconomic services to fulfil a social need.

NEW BEN OFFICERS

AT the annual general meeting of the London and Home Counties Centre of BEN, Mr. J. V. Collins was elected chairman with Mr. R. G. Emmett as vice-president for the year 1961. Other elections were Miss G. M. Horner, secretary, Mr. A. G. Petrie, treasurer, and Mr. F. O. W. Smith, hon. auditor.

The Covent Garden Battle

FROM OUR POLITICAL CORRESPONDENT

THE battle over the future of Covent Garden Market begins before a Select Committee of the House of Commons next Tuesday. Chief opposition comes from the group of developers and businessmen, led by Central Airports, Ltd., whose petition against the Covent Garden Bill contains a £7m. alternative to the Government's plan to modernize and rebuild the market on approximately the same site, though concentrated in a smaller ground area.

One advantage claimed for the private scheme is that the market, built on stilts over the railway sidings north of King's Cross Station, would keep lorry traffic out of the centre of London, and would have direct road, rail, water and air communications. There would be a heliport on the roof.

The promoters of this scheme say that the necessary cash to finance the development has been guaranteed. Thus, instead of requiring an initial Government loan of £8m. with possible borrowings later of up to £20m., as proposed in the Government's Bill, there would be no call

year, and the Bill contains no definite restriction on the movement of vehicles.

From the Boroughs of Finsbury and Shoreditch there is unqualified opposition to the Government's proposal to establish an annexe near the junction of City Road and Old Street where containers and produce would be stored. They complain that at busy times the traffic at this point is already excessive and the lorries using the annexe would bring it to a standstill. They also point to the fire risks and the disturbance the depot will cause to patients in a nearby hospital and to residents.

The market tenants themselves, while agreeing in principle with the Government's plan, have put in a petition asking for various injustices which they see in the Bill to be put right.

What will be the Government's attitude in face of all these objections? After five years of investigation and argument they are determined to stick to the scheme outlined in their Bill and, while probably making changes to suit the two City Corporations and the tenants, they will refuse to concede the argument of the critics that in this day and age a market fed by hundreds of lorries each day in the centre of London is an anachronism.

What is less predictable, in view of the attitude taken by M.P.s during the second reading debate when hardly anyone had a good word to say of the scheme, is what the members of the Select Committee will decide.

Some M.P.s doubt whether there will be time to get the Bill through all its stages in both the Commons and the Lords before the summer recess.

ABNORMAL LOADS

REGULATIONS are to be tabled in Parliament shortly setting out the new arrangements for obtaining authorization to move abnormally large loads by road. They were first circulated to haulage and industrial interests in draft form in August last year, and the long delay probably means that hauliers will find the regulations more to their liking than when first circulated, writes our Political Correspondent.

The plan then was to give the Minister complete control over the movement of loads over 80 feet long and between 14 and 29 feet wide, and to allow the police to authorize the movement of loads between 40 feet and 80 feet long, specifying the route and times of movement.

Most vehicles of over 40-ft. length will have to carry additional lights visible from front and rear. Additional lights and other markings will have to be carried by vehicles carrying projecting loads and by mobile cranes.

Men in the News



Mr. A. E. Line

MR. D. W. GILLARD, a representative of Joseph Lucas, Ltd., has left this country on a six-week sales tour of Sudan, Eritrea, Ethiopia, Aden and Somaliland.

MR. M. LIPMAN has been appointed home sales manager for Merton Engineering Co., Ltd. He was formerly Southern area representative for Merton Loading Shovels.

MR. S. W. HASTELOW, technical sales manager of Telamite, Ltd., has been appointed sales manager (North) of the company. MR. L. G. WATSON has been appointed sales manager (South).

MR. LESLIE W. WEST, commercial director of Kismet, Ltd., left for America on Tuesday, where he is to visit the 1961 International Automotive Service Industry Show in Los Angeles before going on to Chicago and New York.

MR. B. A. THOMPSON is to become transport executive with Cory Wharves, Ltd., 130/138 Minories, London, E.C.3, with effect from March 1. At present Mr. Thompson is transport manager of Whitbread and Co., Ltd. He will be succeeded in this post by MR. A. H. RICHES.



Mr. C. W. Voysey

MR. D. W. GRAY and MR. R. R. WATKINS have been appointed works director and sales director, respectively, of Chamberlain Industries, Ltd.

MR. E. P. RAY retired last Tuesday from the position of wholesale trade representative of The Car Mart, Ltd., Austin distributors for London and Essex.

MR. C. V. (TOM) WALKERLEY has been appointed commercial-vehicle press officer for the Rootes Group. Prior to taking up this appointment he was on the editorial staff of *The Commercial Motor*.

MR. C. HOLMES-WALKER, branch manager at Chester and divisional manager, Merseyside, of The Power Petroleum Co., Ltd., has been appointed Eastern divisional manager in succession to MR. H. R. C. RIDES, who retired last month.

MR. R. G. BENNETT has been appointed export manager of A.E.C., Ltd., in which capacity he will be directly responsible to Mr. J. U. COOKE, export director. Mr. Bennett has been European zone manager since March, 1959, a position which will be filled by MR. RODNEY HOLLANDS, who has been area manager at Newcastle.



Mr. M. Lipman



Mr. B. A. Thompson

MR. P. D. FAIRLIE is to be installed as President of the Institute of Public Cleansing for 1961-62 at the 63rd I.P.C. annual conference at Aberdeen from June 6 to 9. Mr. Fairlie has been Director of Cleansing for Glasgow for the past 10 years, having previously served as Deputy Director and earlier as chief inspector.

MR. C. W. VOYSEY and MR. A. E. LINE have been appointed to the board of Carrimore Six Wheelers, Ltd., as sales director and technical director respectively. MR. H. T. BOVILL has been appointed to the board of the Steel Barrel Co., Ltd., as commercial director. MR. F. BRENT has been promoted to Northern Area Manager on behalf of Carrimore Six Wheelers, Ltd., and will be assisted by MR. F. E. TUKE in Yorkshire, and MR. R. KNILL in Lancashire.

Obituary

WE record with deep regret the deaths of MR. JAMES IRVING and MR. HARRY RYDER HILL.

Mr. Irving, a director of County Motors (Carlisle), Ltd., was 70. He had been with the company since 1947.

Mr. Hill was deputy general manager of Hull Corporation transport for the past eight years. He was 60.

Forthcoming Events

March 3.—The Transport Golfing Society Annual Dinner and Dance, Majestic Hotel, Harrogate.
 March 5-14.—Leipzig Spring Fair.
 March 7.—Motor and Cycle Trades Benevolent Fund, Annual General Meeting, Connaught Rooms, London.
 March 13.—R.H.A. Met. and South Eastern Area Banquet and Ball, Grosvenor House, Park Lane.
 March 13.—Institute of Transport, London: "Mass Transportation," by L. C. Hawkins, L.T.E.
 March 16-26.—Geneva Motor Show.
 March 24.—Institute of Transport Annual Dinner, Dorchester Hotel.
 April 8.—National Coach Rally, Wigan to Blackpool.
 April 18-21.—Scottish R.P.T.A. Conference, Turnberry.
 April 22-23.—British Coach Rally, Brighton.
 May 11-17.—International Union of Public Transport Congress, Copenhagen.
 May 16-18.—Public Transport Association Annual Conference, Eastbourne.
 May 23-25.—National Association of Furniture Warehousemen and Removers Annual Conference, Turnberry, Ayrshire.
 May 29-June 7 (provisional).—Institute of Transport visit to Belgium.

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June 5-9.—Institute of Public Cleansing Annual Conference, Aberdeen.
 June 12-15.—Vehicle Builders' and Repairers' Association Annual General Meeting and Conference, Rothesay, Isle of Bute.
 June 15-24.—Construction Equipment Exhibition, Crystal Palace, London, S.E.19.
 September 17.—Lorry Driver of the Year Contest, National Final, Fort Dunlop.
 September 21-October 1.—Frankfurt Motor Show.
 October 5-15.—Paris Motor Show. (Cars only.)
 October 17-18.—Road Haulage Association Conference, Brighton.
 October 18-28.—Earls Court Motor Show.
 October 28-November 8.—Turin Motor Show.
 October 31.—British Electrical and Allied Manufacturers' Association Dinner, Grosvenor House, Park Lane, London.
 November 10-18.—Scottish Show, Kelvin Hall, Glasgow.
 November 13-16.—National Maintenance Conference and Exhibition, Central Hall, Westminster.

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May 29-June 1.—Institute of Transport Congress, Cardiff.

Bus Pay: Unions to Make New Approach

BY OUR INDUSTRIAL CORRESPONDENT

SERIOUS trouble, with the possibility even of another strike, threatens provincial bus services this summer. This became clear when delegates of seven unions representing 170,000 employees of municipal and privately owned bus undertakings met in London on Tuesday to discuss the next moves in their claims for more pay and improved conditions. As forecast in *The Commercial Motor* last week there was pressure from a number of the more militant delegates for a tougher line with the employers. One proposal put forward at the all-day talks was for a series of token strikes on Saturdays in one region of the country after another.

But wise counsel prevailed and no threats are being issued at this time. Instead, it was decided to make new approaches to the employers and to give them what one union leader called "a last chance."

The National Joint Industrial Council which deals with 70,000 municipal busmen is calling another meeting of the Wages Committee next Thursday. At this meeting new pressure will be brought by the union representatives to get a settlement.

"No Precipitate Action"

The National Council for the Omnibus Industry which deals with 100,000 men and women in privately owned and B.T.C. undertakings are to have a further meeting with the employers, but if no satisfactory negotiation comes from such a meeting the union representatives are instructed to ask the Minister of Labour, Mr. John Hare, to intervene.

In the meantime, the unions have circularized their members "not to take any precipitate action and to restrain themselves until the negotiating procedure has been exhausted."

Another issue mentioned at Tuesday's meeting was the plan for a committee of investigation into provincial busmen's pay and conditions. The unions had written to both sets of employers' organizations asking them to join them in a request to the Minister of Labour to set up such an inquiry. The meeting was told that both groups of employers had rejected the proposal.

TWO VEHICLES SUSPENDED

MUIRS TRANSPORT, LTD., of Cupar, the haulage concern that was acquired by Transport (Bristol), Ltd., in July last year, have had two of their vehicles suspended for two months as the result of an inquiry in Cupar last Friday when it was stated that vehicles had been operated outside their normal user.

A director of Transport (Bristol), Ltd., said that other vehicles in the fleet had operated regularly within the permitted 25-mile radius although they were authorized to do long-distance work. The position could have been regularized by making the appropriate variations of the licences.

An application by Muirs Transport for two vehicles on A licence for maintenance replacement was refused.

Eastern National Lose Appeal

THE Minister of Transport has turned down the appeal by the Eastern National Omnibus Co., Ltd., against the decisions of the Eastern Traffic Commissioners refusing applications by Eastern National to run additional tours to Scotland and granting P. and M. Coach Line, Ltd., a picking-up point at Colchester on existing tours to Scotland.

It was stated that the number of passengers wishing to take extended tours to Scotland from the Colchester area did not justify the grant of licences to two operators. The case for a grant to P. and M. was clearly made out.

NEW ROADS FOR LONDON

AN exhibition called "New Roads for London," designed to encourage the recruitment of staff which will be required now that the London roads programme is to be expanded to £10m. a year, was opened at County Hall, Westminster, yesterday.

Models, maps, photographs and drawings illustrate numerous schemes in development or planned for the future.

Big Demand for Storage

INCREASING demands for storage and warehousing facilities resulted in a Stoke-on-Trent haulage company being granted two extra B vehicles at Hanley on Tuesday. Longton Storage and Warehousing, Ltd., applied for two vans to carry general goods into and out of their warehouses within a 75-mile radius. In addition to being hauliers, the applicants owned several warehouses where they assembled orders, broke down bulk loads and stored branded commodities.

Evidence was given by four customers who all spoke of extra business which they wished to give Longton if they were granted more facilities. The application was unopposed.

When making the grant, the West Midland Licensing Authority, Mr. W. P. James, said that no evidence had been given of inward general traffic to Longton warehouses, so he altered the conditions, permitting the two vehicles to deliver general goods from the warehouses within 75 miles, but only carrying empty containers and rejects on return inward journeys.

HEAVY HANDLING

ONE of the many speakers at the conference of the Institute of Materials Handling at Southport from May 10-12 will be Mr. J. N. Drummond, chief heavy haulage manager, Pickfords, Ltd., whose subject will be: "Transport and Distribution in Heavy Industries."

FULL TIME AT VAUXHALL

FULL five-day-week working was resumed in all departments of Vauxhall Motors factory at Luton today.

Turbocharger Overhaul by Operators

GIVEN that the maker's instructions are closely followed, it is now accepted that a typical operator of a turbocharged engine is qualified to dismantle the turbocharger, to fit new bearings and so on and to reassemble the unit in his workshop. Although balancing the rotor assembly should be performed by the manufacturer, rebalancing during overhaul is not normally necessary.

This advice was given by Mr. R. Tytler, Simms Motor Units, Ltd., turbocharger department, when he read a paper, "Turbocharging High Speed Diesel Engines" at a meeting of the Institute of Road Transport Engineers, Midland Centre, in Birmingham on Tuesday. Mr. Tytler emphasized that recent improvements in design had enabled "operator maintenance" to be generally approved, despite the fact that the rotor had to be balanced with extreme accuracy.

On average, said Mr. Tytler, a turbocharger operated for about 3,000 hours or approximately 100,000 miles before an overhaul was required. Examples were known of a turbocharger running 5,000 hours without overhaul.

Commenting on the value of an inter-

cooler, Mr. Tytler pointed out that the air-to-air type was the obvious choice for automotive applications. A vehicle engine was, however, running in this country equipped with an air-water heat exchanger for which the engine jacket water was used and in America the Caterpillar Company had developed a road vehicle engine fitted with a similar type of intercooler. In this case turbocharging gave a 50 per cent. increase in output and raised the b.m.e.p. to 151 p.s.i.

According to American opinion, the use of a turbocharger reduced the life of the engine between overhauls on a time basis, but the b.h.p./hour figure was increased. Accurately observed tests in this country had shown that an improvement in fuel consumption of at least five per cent. was normally provided by turbocharging.

Citing the case of a naturally aspirated 200 b.h.p. engine, Mr. Tytler estimated that the unit would weigh 12 lb. per b.h.p. and would cost £5 per b.h.p. Equipping the engine with a turbocharger would raise its output to 270 b.h.p. and the cost per b.h.p. of the engine would be reduced to £4. The turbocharger would cost: £70 to £80.



H. Pye and Sons, Ltd., operate this Atkinson-York articulated van, one of eight supplied recently by the Nightingale Engineering Co., Ltd., London, S.W.12. The vehicle, seen in the livery of the Shell Chemical Co., Ltd., has a Gardner 6 LX oil engine, and automatic chassis lubrication. The interior of the Freightmaster semi-trailer is specially lined for this Shell application.

Exhaust Fumes

By Our Parliamentary Correspondent

THE Minister of Transport is keeping a close eye on the way California is tackling the problem of exhaust fumes—but he thinks it will be some time before the American State finds the complete answer.

The Californian scheme was mentioned in the Commons last week by Dr. Alan Thompson, the Labour Member for Dunfermline, who had sent details to the Minister. Pointing out that the State Legislature was making it compulsory for all private and commercial motor vehicles to carry an anti-exhaust device, Dr. Thompson asked if similar legislation would be introduced here.

This legislation did not become effective until at least two suitable devices had been approved and were on sale, replied Mr. Marples. He was keeping in close touch with the position, but so far as he knew no device had yet been approved or was likely to be approved in the near future.

[Extracts from a paper on measuring exhaust smoke appear on Page 75.]

TOKEN STRIKE OFF

DRIVERS and conductors employed by Tynemouth and District Transport Co., Ltd., have rescinded their decision to hold an unofficial token strike every Saturday in a campaign to obtain higher wages, but they have asked their union to support a one-day token strike once a month.

THERMO-KING PRICE CUT

SUBSTANTIAL price reductions for their Thermo-King vehicle-refrigerating plants have been announced by Petters, Ltd. These are a direct result of increased production at the Hamble factory, where these units are manufactured under licence from the Thermo-King Corporation of America.

B9

HIGHER AND HIGHER

From the latest Industrial Trends Inquiry of the Federation of British Industries:

"The combination of higher hourly wages and the rising price of some materials and fuels, coupled with a steadier level of output, has led to the biggest rise in costs per unit which has been recorded since the inquiries began three years ago."

STAFFORDSHIRE SERVICE AREA

THE Minister of Transport announces that he is now prepared to consider proposals for the development of a service area at Keele, near Newcastle-under-Lyme, on the Staffordshire section of the Birmingham-Preston Motorway.

Applications may now be made for the exclusive rights to construct and operate petrol-filling stations and catering premises within the service area on a 50-year ground lease. A transport cafe must be built on each side of the motorway and at least a cafeteria on one side or the other.

A New Russian Goods Vehicle

RUSSIA'S most-operated goods vehicle, the PAZ-51, is to be replaced by a new model with the designation of PAZ-52. The PAZ-52 will, like its fore-runner, be manufactured at the Gorki works in the Soviet Union. With the same loading capacity as the PAZ-51—2½ metric tons—it has a higher speed range and a fuel consumption figure 10 to 12 per cent. better than that of the former model.

At the Lichachov vehicle works in Moscow, the ZIL-62 goods vehicle is to be removed from production schedules and replaced by the ZIL-130, a 4-metric-tonner powered by a 148 b.h.p. engine

Laminaire Option for Thames Model

WITH the exception of the passenger chassis, all Thames Trader models and Thames 1½- to 4-ton semi-forward-control vehicles are now available with Laminaire progressive steel springs as optional equipment. This development is the result of work carried out by Ford's in conjunction with the makers of the Laminaire type of spring, William E. Carey, Ltd., Manchester.

Because of the progressive action given by the Laminaire design, this type of suspension gives good ride characteristics when the vehicle is unladen, with subsequent benefit in respect of body, cab and chassis life.

More "Clearways" Planned

A NETWORK of new "clearways" in London where no vehicles will be allowed to stop in peak traffic hours, except for the dropping of passengers, is now being planned by the Ministry of Transport traffic management unit. Fifty miles of roads have been marked down for eventual classification, writes our Political Correspondent.

Mr. Marples is taking advice about the rules to be applied for the loading and unloading of vehicles. Off-street loading bays are the obvious answer, but on the highly valued land of Central London they are not "practical politics." An extension of time restrictions on loading and unloading seems inevitable.

Tank Vehicle Marking

PROGRESS had been made in drawing up a scheme for marking tank vehicles carrying dangerous substances in bulk, said Mr. R. A. Butler, the Home Secretary, in the Commons last week. He added that it was not yet possible to say when the scheme would be published.

Mr. Frank Allaun (Labour, Salford East) asked if the regulations would include additional safeguards against leaking containers, but was told they would not, as the Construction and Use Regulations included provisions about the safe construction and loading of vehicles.

and equipped with synchromesh gearbox and hydraulically assisted steering.

A number of new commercial vehicle models are also reported from Poland. Among new types are the Star 200, a 5-metric-tonner with 125 b.h.p. engine, stated to be Poland's "goods vehicle of the future"; the Star 27, a 4-metric-ton vehicle with 100 b.h.p. engine soon to come into production at the Starachowice works; a 1½-metric-ton 70 b.h.p. vehicle and a 1.7-metric-ton van, prototypes of both of which have been built at Lublin; and a new 8-metric tonner with 180 b.h.p. engine and five-speed gearbox, to be known as the "A-80."

New Vehicles Granted for Hired Fleet

BY putting a 1,500-cu.-ft. van body on a Guy 7-ton Warrior chassis, J. H. Hadfield and Sons, Ltd., Ashton-under-Lyne, hoped to meet the demands of modern fast removal services. Mr. G. Hadfield, managing director of the company, told the North Western Licensing Authority last week. Hadfields were applying for 10 vehicles to be hired, to replace their present B.M.C. 3½-ton vans, four of which were on B licence and six on A. The latter vehicles had 1,500-cu.-ft. bodies, he said, which were identical to the bodies being fitted to the new vehicles, but with the Guy chassis it was hoped to fit the bodies 3½ in. lower. A two-speed axle and automatic lubrication were being incorporated to aid motorway travel and ease maintenance. The vehicles were being built by the hirers, T. Rowbotham and Sons, Ltd., Chapel-en-le-Frith.

Mr. G. H. Minshall, managing director of T. W. Nobles and Sons (Manchester), Ltd., Ashton, objecting, expressed concern that the new vehicles had a capacity of 7 tons instead of the former 5 tons of the B.M.C. vans. Mr. Hadfield replied that he dealt with the capacity not weight, and said it was not their desire to carry loads of over 5 tons.

The Licensing Authority, Mr. F. Williamson, granting the application, commented on the exceptional practice of hiring a fleet instead of owning it. He read to the court the section of the Act listing the penalties of breaking undertakings made during the case.

"Serious Mistake" Admitted

WHEN Thornbury Transport, Ltd., of The Old Mill, Thornbury, Glos. applied to the Western Licensing Authority at Bristol for a licence to substitute one truck in place of a flat vehicle, Mr. T. D. Corpe, for the applicant, referred to two vehicles which had been operated irregularly by them for periods of ten months and two months respectively.

These vehicles, he said, were in fact operated under an A licence held by another undertaking. His clients had made a serious mistake inasmuch as the vehicles did not at the material time belong to the other concern.

The Licensing Authority, Mr. S. W. Nelson: "It seems strange to me that this sort of thing should be tacked on to a perfectly ordinary application. I should have thought it was a matter for a disciplinary inquiry."

Mr. Raymond Tyrrell, a director of Thornbury Transport, explained that he bought one of the vehicles and afterwards offered it to another concern, but as the latter never paid for it the vehicle was returned and Thornbury Transport continued to use it although the licence was in the name of the other concern. The second vehicle had been sold.

Granting the application, Mr. Nelson said Thornbury Transport had an excellent reputation and he was sure there was no intention to break the regulations.

Bedford Export Record

DURING January, 5,113 Bedford goods and passenger chassis were shipped overseas, a record figure which beats the previous best (achieved in November, 1960) by 15 per cent. This is the first time that more than 5,000 Bedford chassis have been exported during a single month, and the vehicles were sent to over 100 countries, the biggest importers being Argentina, Australia, Belgium, Denmark, Finland, Ghana, India, Pakistan and New Zealand.



Mercedes-Benz goods vehicles for sale on the British market are starting to arrive in this country. Here are three 372 models after unloading at Dover where they arrived from Ostend in the Belgian vessel Ijzer.

New Name—New Home

WITH the merger of certain Lancashire and West of Scotland interests, Dalzell Electrical Welding Co., Ltd., Bellshill, will be renamed Holmes Alexander, Ltd., and will completely transfer production to a new site on the Heathhall Industrial Estate, near Dumfries.

A large aircraft hangar is being adapted to provide a factory floor space of 48,000 sq. ft., three times the area of the existing Bellshill plant. They will continue to concentrate on the production of a range of lightweight steel and alloy bulk transporters for road vehicles, as well as trailer production and general engineering.

A new development likely is the manufacture of tipping bodies.

I.T.A. BRANCH MEETING

THE next meeting of the Devon and Cornwall Centre of the Institute of Traffic Administration will be held at the South Western Gas Board demonstration theatre, Plymouth, on February 22, when an address will be given by Mr. A. W. Kirkwood, public relations officer of Plymouth City Transport.

Tribunal Reverse L.A.'s Decision

THE Transport Tribunal last week reversed the decision of the Northern Licensing Authority refusing an application by Tyneside Haulage, Ltd., to add to their A licence three tractors weighing 9½ tons in place of three other tractors weighing 7 tons 7 cwt. They had also asked that the variation should include the normal user "Carriage of goods for a Darlington engineering company and a chemical company there," and that their base be described as Darlington instead of Newcastle.

Mr. I. Robey, for the appellants, said there would be no change whatever in the carriage capacity. The old tractors were beyond economic repair and it was highly necessary that they should be replaced.

Dealing with the change of base he said that the entire share capital of Tyneside Haulage had been acquired by

the shareholders in another transport company, Mr. and Mrs. Metcalfe, of Metcalfe (Transport), Ltd., Darlington. Before the acquisition of the shares the registered office of the company had been at Newcastle, but for the convenience of administration it was decided to transfer it to Darlington.

The Tribunal president, Sir Hubert Hull, said that no change was being sought in the weight of the trailers to be drawn by the tractors and therefore no change was sought in their actual carrying capacity.

The Tribunal did not think that the new normal user enabled the company to carry anything different from the goods that they were already allowed to carry.

WINDING-UP

AN order for the compulsory winding-up of David and Doyle (Hauliers), Ltd., whose registered office is at Berkeley Street, London, W., was made by Mr. Justice Buckley, in the Chancery Division, on Monday, on the petition of Jones Brothers, motor engineers, of Henblas Bala, Merioneth, judgment creditors for £199. There were no notices of opposition or support.

Experimental Steering On Colchester Bus

ONE of three Leyland Titan PD2.31 double-deck buses delivered to Colchester Corporation has been equipped with Adamant power-assisted steering. This is the first time this equipment has been fitted to a Leyland chassis of this type, and it is hoped that the installation will enable both the manufacturers and the operators to assess its characteristics under service conditions.

Power for the hydraulic system is supplied by a Hobourn-Eaton pump driven from the rear of the generator. The standard steering box is retained and has the hydraulic valve gear mounted above it, the additional bulk of the steering box having necessitated moving the brake pedal slightly to the right.

The power ram is mounted transversely

ahead of the front-axle beam, there being insufficient space for the ram to be carried in the more usual longitudinal position. The piston-rod is attached to a forward extension of the off-side steering arm, and the ram body is mounted on the axle beneath the near-side spring pad.

Another non-standard feature of the Titan is that all the aluminium components normally employed in the engine's cooling system have been replaced by cast-iron units. This is because Colchester's water has an unusually heavy corrosive action on aluminium.

All the vehicles have Leyland O.600 125-b.h.p oil engines and 61-seat bodies built by Massey Bros. (Pemberton), Ltd.



An Adamant servo has been fitted to the steering of a Leyland Titan delivered to Colchester Corporation. The power ram is carried transversely across the front of the axle.

Municipal Opportunities

Cardiff Corporation Waterworks Committee have authorized the purchase of a Land Rover.

Newcastle upon Tyne Council ask for two Leyland Octopus bulk load carrying vehicles, approx. 41 cu. yd. capacity.

Cheltenham Corporation Water Committee are to purchase a new Bedford 15-cwt. van at a price of £460, to replace an old vehicle.

Gravesend Council want one diesel 3-ton tipper and two petrol-engined 5-cwt. vans, and offer the old vehicles replaced in part-exchange.

Hereford Council ask for refuse freighter(s), minimum capacity 18 cu. yd., compressor type—complete—painted, lettered, etc., as specified.

Guildford Corporation Works Committee have authorized the purchase of a new Dennis dual-tip refuse collector, at a cost of £3,135; and a 5-cwt. van at a cost of £360.

Leeds City Council are recommended to accept the tender of Tate of Leeds, Ltd., amounting to £1,033, for the supply of a Ford Thames 2-3-ton oil-engined tipping wagon.

Seaham District Council, Durham, have accepted the tender of The Northern Autoport, Ltd., Sunderland, amounting to £1,262, for the supply of a Commer Superpoise 5-ton hydraulic truck.

Clare, Suffolk, R.D.C. ask for a petrol-engined refuse collector—all-steel body, Karrier Gamecock chassis, 12 cu. yd. capacity, single cab, fitted with four section covers, painted, lettered, etc., complete as specified.

Kensington Borough Council Works Committee have recommended acceptance of the tender of Simon Engineering (Midlands), Ltd., for the supply of a Simon's Hydraulic Platform mounted on a Rootes Karrier chassis, at a cost of £2,611; and the quotation of Rootes, Ltd., for the supply of two Karrier Bantam, petrol driven tractors, at a cost of £930 each, for use in connection with refuse collection.

R10

Northampton Corporation Highways and Cleansing Committee have recommended that an order be placed for the supply of two new Karrier Blenheim 22-30-cu.-yd. capacity refuse collectors at a cost of approximately £2,950 each.

Leaves C.C. ask for, inter alia, four Yorkshire gully emptiers, 800 gal. capacity; one Yorkshire trailer gully emptier, 400 gal. capacity; one Johnston sweeper-collector; 12 Ferguson FE35 tractors and equipment; seven trailers for Ferguson tractors; one Lolode 3-ton trailer.

Walsley Corporation have authorized the placing of orders with Shelvoke and Drury, Ltd., for the supply of two T.W.-type freighter vehicles fitted with oil engines and fore and aft tipping bodies, required for the Cleansing Section of the Works Committee, at a cost of £3,396 each.

Reading Corporation Transport Committee have recommended acceptance of the tenders of Dennis Brothers, Ltd., Guildford, for the supply of eight Lofline omnibus chassis, at a cost of £3,643 1s. 8d. each; and of East Lancashire Coach Builders, Ltd., Blackburn, for the construction of large-capacity double-deck bus bodies at a cost of £3,453 each.

Salford City Council Transport Committee have accepted the quotations of Shelvoke and Drewry, Ltd., for the supply of three refuse collectors at a cost of £6,413 5s.; Fodens, Ltd., for a tipping wagon at £4,499 5s.; and E. Boydell and Co., Ltd., for the supply of an hydraulic loader at £1,975. They have also recommended the acceptance of the tenders of A.E.C. (Sales), Ltd., for the supply and delivery of 10 bus chassis with engines and one spare engine at a cost of £22,083 9s.; of Transport Vehicles (Daimler), Ltd., for 38 bus chassis with engines and spare units at £107,987 15s.; of Leyland Motors, Ltd., for two bus chassis with engines at £6,135 6s. 4d.; and of Metropolitan-Cammell, Weymann, Ltd., for the supply and delivery of 50 bus bodies at a cost of £142,850.

Orders and Deliveries

REIVER QUINTET: J. and A. Smith of Maddiston, Ltd., Falkirk, have placed an order for five Albion Reiver chassis with Leyland 125-b.h.p. oil engines and double-drive bogies.

BORDER REIVERS: Robsons Border Transport, Ltd., Carlisle, have ordered five Albion Reiver haulage chassis with Leyland 400-S 125-b.h.p. oil engines and single-drive bogies.

SALFORD SINGLE-DECKERS: Ten A.E.C. Reliance single-deckers have been ordered by Salford Transport Department. They will have AHU470 horizontal oil engines and Metropolitan-Cammell-Weymann bodies.

REDIRECTED CUBS: Three Leyland Tiger Cub PSUC 1.3 single-deckers, originally built for export and at present being modified to meet British regulations, have been bought by Jones' Omnibus Services, Ltd., Aberbeeg, Mon. They have Weymann 44-seat bodies.

YORKSHIRE AND WARWICKSHIRE CUBS: Yorkshire Traction Co., Ltd., have ordered six Leyland Tiger Cub coaches and Stratford-upon-Avon Blue Motors, Ltd., have ordered another five Tiger Cub buses.

COOPER'S SIX: George Cooper and Sons of Shafton, Barnsley, have ordered one A.E.C. Mammoth Major eight-wheeler and five A.E.C. Mercury tractive units. The eight-wheeler will be fitted with a 4,000-gal. tank. This company claims to have operated the first pneumatic-tyred A.E.C. in the Yorkshire area—this was in the 1920's.

LEOPARDS IN DEMAND: Five Leyland Leopard buses and two Leopard coaches have been ordered by East Midland Motor Services, Ltd., and East Yorkshire Motor Services, Ltd. have ordered seven coaches of the same type.

SOUTHDOWN ORDER EIGHTY: An order valued at over £230,000 has been placed with Leyland Motors, Ltd., by Southdown Motor Services, Ltd. It is for 40 Titan PD3.5 double-deckers with Pneumo-Cyclic semi-automatic gearboxes and air brakes; 20 Leopard L2 coaches; 10 Tiger Cub PSUC1.1 single-deck buses; and 10 Tiger Cub PSUC1.2 coaches.

600 LEYLAND ENGINES ORDERED: Repeat orders for more than 600 automotive and industrial oil engines were placed with the industrial units division of Leyland Motors, Ltd., during January, 1961. These orders have come from both home and overseas concerns.

TITANS FOR YORKSHIRE FLEETS: Yorkshire Traction Co., Ltd., have ordered 12 Leyland Titan PD3.1 double-deckers, and Yorkshire Woollen District Transport Co., Ltd., have ordered nine of the same model.

REGENTS FOR WALSALL: 10 A.E.C. Regent Mk. V double-deck chassis with AV590 125-b.h.p. oil engines have been ordered by Walsall Transport Department. Five will have Metropolitan-Cammell-Weymann bodies and the others will have Willowbrook bodywork.

1961 ATLANTIAN ORDERS: So far this year Leyland Motors, Ltd., have received orders for 116 Atlantean rear-engined double-deckers. Many of these are repeat orders such as 35 for Northern General Transport, 16 for Western Welsh Omnibus Co., Ltd., 15 for Maidstone and District Motor Services, Ltd., 14 for East Midland Motor Services, Ltd., 11 for Gateshead and District Omnibus Co., Ltd., eight for Sunderland District Omnibus Co., Ltd., 13 for Tynemouth and District Transport, and two each for Wakefield Motors, Ltd., J. James and Sons, Ltd.

Workers' Bus Granted

AT Glasgow last week, Mr. William Miller, Calderbank, applied successfully to inaugurate an express service between Airdrie Cross and The British Olivetti, Ltd., factory in Queenslie Industrial Estate, Glasgow.

Witnesses said that the firm allowed 60 minutes lateness per month, followed by suspension and then dismissal. The special bus delivered employees within one minute of the time clock, the stage services on the main road being at a considerable distance. Timekeeping, they said, had been 100% during the operation of the Miller bus.

A representative of Scottish Omnibuses claimed that abstraction would result, since they were the licensed operators on the route. But Mr. J. Law, for Miller, denied any possibility of abstraction since Scottish Omnibuses had not carried this business for four years.

Granting the application, Mr. Quin said that the public interest was confined to the needs of the work-people carried.

TO BOOST EXPORTS

A NEW company, Molybdenum World Distribution, Ltd., has been formed by the Slip Group of Companies to deal with overseas markets and to extend the sales of their range of products containing molybdenum disulphide.

Mr. G. McC. Corbett, managing director of the Woodgate Investment Trust, Ltd., the City investment and property company, has joined the board of the newly-formed company.

New Transformer-Oil Tankers

TWO new transformer-oil tankers will shortly be going into service with the Mobil Oil Co., Ltd. They are articulated vehicles with Leyland Super Comet tractive units. The semi-trailers have Cranes running gear with air suspension, and tanks constructed by Yorkshire Engineering and Welding Co., Ltd. Stainless-steel plate has been used for the elliptical-section tanks to eliminate corrosion.

Each tank holds 2,500 gal., accommodated in three 500-gal. compartments and one 1,000-gal. compartment, all of which are fitted with silica-gel breathing equipment and conservator tanks. The

silica-gel equipment, which is housed in the meter cabinet, prevents contamination of the transformer oil by removing the possibility of damp air being drawn into the compartments.

The conservator tanks housed on top of the main tank, each have a capacity of 16 gal. and ensure accurate filling of the compartments. Bottom loading is employed, and the outlet-pipe system is designed so that, by means of Exactor self-sealing couplings and flexible hoses, delivery to customers is carried out through a Drum cargo pump on the tractive unit. Delivery is measured by a Wayne flow meter.



One of two transformer-oil tankers, with Cranes air suspension on the semi-trailers, about to go into service with the Mobil Oil Co., Ltd.

Measuring the Density of Exhaust Smoke

ALTHOUGH existing smokemeters may not be considered ideal for measuring the density of exhaust smoke emitted by all types of oil-engined vehicle, they can be satisfactorily utilized providing certain limitations are accepted and certain precautions taken. This conclusion was reached by Mr. J. D. Savage, diesel engineer, technical services, market department, British Petroleum Co., Ltd., in a paper read to the Institute of Road Transport Engineers in London yesterday.

Mr. Savage's paper dealt with the different types of test which could be used for the measurement of smoke emission, including methods applicable to dynamometer test beds and normal operation on the road. The two types of instrument at present in greatest use were the filter-paper disc and the light-absorption meter, but both of these had their shortcomings.

Limitations of existing instruments, said the author, were related to the difficulties of correlating results from different instruments; the smokemeter's inability to give readings corrected for engine size or volume of exhaust gas; the need to conduct test procedures with extreme care to avoid incorrect readings caused by accumulated smoke, condensa-

tion, low sampling pressure and so forth; and the fact that meters do not examine the full-flow characteristics of exhaust gases as seen by the human eye.

It was felt that, in addition to improving the existing sampling systems to reduce these limitations, the future development of smokemeters for vehicle work might take into consideration the possibility of a full-flow photo-electric light-absorption meter. Reasonable correlation ought to be possible by employing an iris-type shutter to correct the light-absorption reading according to the size of the exhaust pipe or the capacity of the engine.

Evaluation Difficult

Mr. Savage said that, although visual assessments of smoke density were useful as a guide to the quality of combustion, evaluation proved difficult and in consequence instruments had emerged to assist in development work. Thus, most instruments now starting to be used for assessments on the road had been developed virtually as laboratory equipment. Light-absorption meters, as originally developed for dust measurement, were proving popular, although filter-paper methods had survived competition

so far. Both meters were reliable and effective for recording relative densities but suffered reduced sensitivity at high smoke density. Concerning test procedures, measurement with the vehicle stationary had been shown to underestimate the smoke density when compared with readings taken with the vehicle either accelerating, ascending a gradient, or being driven against the hand-brake, under full-throttle conditions in all cases.

Official smoke-density testing was dealt with in some detail by the author, who felt that, if the filter-paper technique were adopted it would be likely that a single test would be made in the case of each vehicle, but that a light-absorption meter would be attractive because it afforded a simple and rapid method of test. Smoke-density limits might be difficult to define, thought Mr. Savage.

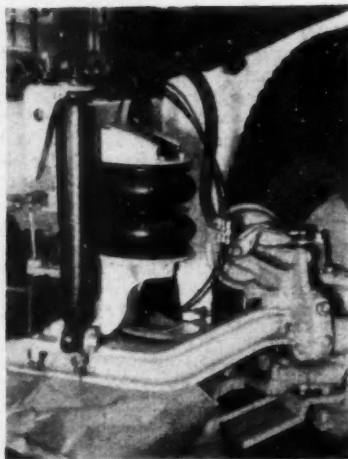
A general correlation of results from different types of smokemeter would not be possible unless wider limits were tolerated, and for official purposes, where a "pass" or "fail" system was required, three subdivisions—"Invisible," "Visible but Acceptable" and "Unacceptable"—might suffice.

Air-Sprung Leopards for Ribble

TWENTY Leopard coach chassis with leaf-air suspension at front and rear are at present in production at Leyland Motors, Ltd. They have been ordered by Ribble Motor Services, Ltd., and are being equipped with 32-seat luxury coach bodies by Thomas Harrington, Ltd., Hove, Sussex.

The front- and rear-suspension layouts are similar to those of the Leyland Worldmaster exhibited at the Brussels Motor Show last month. Two double-convolution bellows are employed at the front axle, with four similar units at the rear axle, additional volume for the rear springs being provided by twin tanks slung from beneath the rear frame extension. There are two surge tanks for the front springs also, these being located beneath the driver's platform.

Two levelling valves are used at the rear, with a single valve at the front and, as is usual with this type of installation, the leaf springs have a considerably lower rate than those units fitted when auxiliary air springs are not incorporated.



Two Dunlop Pneuride air springs are used in conjunction with light leaf springs to form the front suspension of Ribble's new Leopards. Four bellows are used at the rear, with telescopic dampers at both ends.

Compulsory Passenger Insurance?

BY OUR PARLIAMENTARY CORRESPONDENT

MEMBERS of Parliament will soon be faced with the difficult task of deciding which vehicles, if any, should be exempted from a Bill which would make it unlawful for motor vehicles to be used on the road without insurance covering the injury or death of a passenger. If M.P.s do not succeed in finding a satisfactory answer, then the measure stands little chance of reaching the Statute Book.

The Bill—a private one, introduced by Mr. John Cronin, the Labour Member for Loughborough—was given its Second Reading in the Commons last Friday, but not before many speakers, including Mr. John Hay, Parliamentary Secretary to the Ministry of Transport, had expressed anxieties about the consequences if it were to become law.

Mr. Hay pointed out that the majority of owners of commercial vehicles, which were covered by the Bill, did not insure against passenger liability because their vehicles rarely carried passengers. Many firms, he said, had strict rules against the drivers of their vehicles taking passengers at all.

Milk Floats and Tractors?

What, he asked, was to be done about vehicles such as milk floats and tractors which clearly were not designed to carry passengers, but which on occasions might well be doing so?

Mr. Nigel Fisher (Tory, Surbiton) said he imagined road hauliers would object if they had to pay passenger insurance when they did not want their drivers to pick up passengers anyway, while Mr. R. Gresham Cooke (Tory, Twickenham) made special mention of British Road

Services who did not permit passengers to be carried.

"Presumably B.R.S. would not be forced to take out cover for passengers when to carry passengers is against the law or against their own rules."

Mr. R. J. Mellish (Labour, Bermondsey) said that he would oppose those who wanted to contract out. "Compulsory insurance is right in principle and it should apply to all," he declared.

Carving Out a New Career

THE ambition of a carpenter to run an express coach service from Bristol to Salonika for Greeks going on holiday, took a step nearer realization in London last week.

Mr. C. J. Macdonald, the Metropolitan Deputy Traffic Commissioner, granted backing to a primary licence for Thomas Easton Neilson, of The Old Rectory, Binegar, near Bath, enabling him to stop at Guildford, Surrey, for lunch but not to pick up or set down passengers there.

Mr. Neilson, whose wife is Greek, said he was going to give up being a carpenter and joiner to run this service for Greeks with whom he had good connections. There was a large Greek community in most major towns and cities in Britain, he said. Most of them could not afford air travel home but they would welcome his coach service.

The cost would be £60, covering accommodation and transport on the outward and return journeys (eight days each way). He would operate the service from May to September.

The proposed route was from Bristol to Dover and then through France, Switzerland, Italy, Yugoslavia and on to Greece. As soon as he had the necessary licences he would buy a 41-seat coach and employ a driver to assist him.

His primary licence had already been granted and his application for backing to travel via Hungerford, Reading, Maidstone and Dover had yet to be heard.

IN REVERSE

DARLINGTON Transport Committee has decided to change the colour scheme of its buses from blue with cream bands to cream with blue bands. The change-over of the 63 buses will take three years.

New Transport Companies

Pyford Brook Motors, Ltd. Cap. £100. Dirs.: K. Gibson, Pyford Brook Garage, Alrewas, and L. J. Ketnor, 26 Swallow Croft, Lichfield. L. J. Ketnor, Reg. office: 40 Abbey Street, Nuneaton.

Busby Haulage, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Andrews Associated Haulage Co., Ltd. Cap. £100. Dirs.: B. B. Andrews, Cranbourne House, Cranbourne Drive, Huddesdon, Herts, and H. M. Newman, 109 Wolmer Gardens, Edgware. Sec.: H. M. Newman. Reg. office: 109 Wolmer Gardens, Edgware.

E. and G. Range (Successors), Ltd. Cap. £100. Dirs.: S. L. Sparks, 28 Hermes Street, London, N.1, and A. T. Paine, 28 Brycedale Crescent, London, N.14. Sec.: S. L. Sparks. Reg. office: 28 Hermes Street, London, N.1.

J. McAllister, Ltd. Cap. £100. Dirs.: J. McAllister and Mrs. L. McAllister, 16 Sonning Avenue, Litherland, Liverpool. Sec.: L. McAllister. Reg. office: 16 Sonning Avenue, Litherland.

Bridge Motors (Edenbridge), Ltd. Cap. £100. Dirs.: A. D. Honour and Mrs. M. A. Honour, Bridge House, Edenbridge, Kent. Sec.: A. D. Honour. Reg. office: Bridge House, Edenbridge.

Charles Salt (Transport), Ltd. Cap. £3,000. Subs.: H. Salt, 88 Grosvenor Avenue, Oak Hill, Stoke-on-Trent, and D. C. K. Salt, 36 Poplar Drive, Burton, Stoke-on-Trent.

Minorities Transport, Ltd. Cap. £100. Dirs.: L. G. Whitman and Mrs. J. M. Whitman, 71 Hayes Lane, Bromley, Kent. Sec.: J. M. Whitman. Reg. office: 54 Cannon Street, London, E.C.4.

Fopmars, Ltd. Cap. £100. Subs.: J. Herbert and T. A. Herbert, 156 Strand, London, W.C.2. Sec.: T. A. Herbert.

Fred Howarth (Coal and Haulage), Ltd. Cap. £1,000. Dirs.: F. Howarth, 32 Dineley Avenue, Todmorden, and S. H. Gledhill, 5 Hamerton Terrace, Todmorden. Sec.: S. H. Gledhill. Reg. office: Howarth Street Garage, Todmorden.

F.R.B. Transport, Ltd. Cap. £100. Dirs.: F. A. Brock, Springfield, Ildert Road, Kingsbridge, Devon, and H. C. Frost, Byacote, Deer Park, Tavistock. Reg. office: Springfield, Ildert Road, Kingsbridge.

William James (Haulage), Ltd. Cap. £100. Dirs.: W. J. Launspach and Mrs. K. E. Launspach, 419 Finchampstead Road, Wokingham, Berks. Sec.: K. E. Launspach. Reg. office: 419 Finchampstead Road, Wokingham.

Welbourn Haulage, Ltd. Cap. £100. Dirs.: W. Chatterton, Hunt House, Welbourn, Lincs, and W. Barrand, Welbourn Grange, Welbourn. Sec.: P. H. Smith. Reg. office: Welbourn Grange, Welbourn.

J. E. Edwards (Transport), Ltd. Cap. £2,000. Dirs.: J. E. Edwards, Roselia House, Fox Lane, Broseley, Salop. Sec.: K. D. Edwards. Reg. office: Roselia House, Fox Lane, Broseley.

V. Allman and Son, Ltd. Cap. £2,000. Dirs.: V. Allman, B. C. Allman and N. Allman, White Lion, Knighton, near Market Drayton. Sec.: N. Allman. Reg. office: White Lion, Knighton.

Flash Transport, Ltd. Cap. £100. Dirs.: A. L. Hooper and Mrs. M. Hooper, 69 Springdale Road, London, N.16. Sec.: M. Hooper. Reg. office: 168 Crescent Road, East Barnet, Herts.

F. J. Gravestocks (Carriers), Ltd. Cap. £250. Dirs.: J. H. Burton, 3 Park Hall Road, London, N.2. Sec.: Mrs. R. Davis. Reg. office: 22 Dunstable Road, Luton.

Bourton Transport, Ltd. Cap. £100. Dirs.: D. B. Russell, Hill View Cottage, Little Rissington, Glos, and N. C. Russell, Hill Cottage, Little Rissington. Sec.: W. G. Davis.



AUSTIN GIPSY HELPS BUILD EUROPE'S LARGEST STEEL WORKS

(and proves you can't bog a good car down)

In a forest of cranes and concrete, Europe's largest and most modern steel works is rising at Llanwern, Newport, Mon. Behind it is the famous firm of Richard Thomas & Baldwins Ltd.

This, the Spencer Works, will employ over 5,000 people, produce 1,400,000 ingot-tons of steel a year. The immense enterprise sprawls over 2,800 acres of what yesterday was swamp and hummocky grazing ground. Tour the skeleton furnaces and mills today and you might well think the swamp is holding its own.

The hammering of heavy rains, the constant churning of giant machinery have made the site a waste of mud. Mud and more mud, with axle deep pools between. On ground like this getting about is a major problem. Tough vehicles are needed. Vehicles that will go everywhere, go quickly, never bog down. Austin Gipsys have been ordered.

Rigorous testing

During the worst winter weather of 1959-60, in the early stages of construction, the first Gipsy arrived. Before more were ordered the pioneer was given a month of gruelling tests. It came through every hazard with top marks. Six more Gipsys were immediately ordered — for the vital jobs of traffic control and transport of personnel.

At Llanwern armies of men are battling against ground conditions and rigorous schedules to meet the 1961 opening date. The Austin Gipsy is helping them to keep that date.



Traffic Control Gipsy. The driver has to chase down traffic emergencies anywhere on the site. Often he must shortcut through lakes of spongy clay. Here he directs the driver of a 7-ton Austin tipper.

Some facts about the Gipsy

Now on short (90 in.) or long (111 in.) wheelbase. 2.2 litre petrol or diesel engine. 'Flexitor' rubber suspension. High and low ratio in f.w.d. S.W.B. with canvas tilt, hardtop (£50 extra) or as pick-up — £650 petrol, £755 diesel. L.W.B. pick-up — £720 petrol, £830 diesel. Blue, green, fawn or grey.

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THE MORE YOU NEED

DUNLOP

GIANT TYRES



The heavier the load the greater the stress on the tyres. For complete reliability, very long mileage and maximum safety choose from the Dunlop range of Giants. There is a tyre for the heaviest load, a tyre for the roughest roads, in fact, a tyre individually built to suit *your* needs.



Micrograms . . .

Yeoman Open New Branch: Yeoman Credit, Ltd., have opened a new branch at Manor Street, Falkirk, Stirlingshire.

Lucas in Italy: Joseph Lucas (Export), Ltd., have established agents in Italy, who in turn have many sub-agents throughout the country.

Mercantile Branches: The Mercantile Credit Co., Ltd., have opened new offices at 1 Hill Street, Newport, and 135 Wellington Road South, Stockport.

"Red" Film Unit: The Birmingham and Midland Motor Omnibus Co., Ltd., film unit have produced 10 films since their formation in 1955.

Amalgamation: The Wakefield branch of the North Central Wagon and Finance Co., Ltd., has been amalgamated with the Leeds branch at 2 Kelso Road, Clarendon Road, Leeds, 2.

New Rubber Plant: A contract valued at £4.3m. to build a butyl rubber plant at the Esso Refinery, Fawley, has been awarded to Foster Wheeler, Ltd., by the Esso Petroleum Co., Ltd.

Change of Name: G. H. Osborn Building Products, Ltd., announce that the company name has been changed to Osma Plastics, Ltd., operating from the same address: 551 London Road, Isleworth, Middx.

Tie Pins: For long service awards, the Goodyear Tyre and Rubber Co. (Great Britain), Ltd., are to present tie clips or tie chains for men and bracelets for women, bearing the appropriate service emblem.

Exhibition: The Boston (Lincs) firm of C. F. Parkinson, Ltd., auto-electrical and fuel injection engineers, of 94 West Street, Mill Lane and Rosegarth Street, have opened a new showroom in West Street.

Takeover: Prime Godfrey and Sons, Ltd., transport contractors, of Swavesey, Cambridge, have acquired the transport business of Mr. E. A. Neville carried on for some time in Top Street, Strettham, Ely, Cambs.

Leipzig Crane: As recorded in last week's issue, K. and L. Steelfounders and Engineers, Letchworth, are to exhibit at the Leipzig Spring Fair next month. They will be showing a Jones K.L. 12-20 lorry-mounted crane based on a Foden-Gardner six-wheeled chassis.

New Bus Depot: At a cost estimated at £693,000 Chesterfield Council are to build a new Corporation bus depot in two stages. The first portion of the scheme will include the provision of workshops, canteen and other facilities for crews, offices and hard-standing.

Southern Ignition: P. G. Tyrer, Ltd., is the new title of the former Southern Ignition Co., Ltd., main Lucas-C.A.V. agents for Brighton, Chichester and Worthing. An associated company, P. G. Tyrer (Turbines), Ltd., is official service agent for Napier turbochargers.

Dorman Engines for U.S.A.: A 20-year agreement has been signed between W. H. Dorman and Co., Ltd., Stafford, and Fairbanks-Morse and Co., Chicago, for the sale of Dorman oil engines throughout the U.S.A. Dorman's expect to earn \$5m. within three years.

Free Booklet: The India Tyre and Rubber Co., Ltd., have produced a new "Safer Driving" booklet, which also incorporates a section entitled "Driving on the Motorway." Copies are available, free of charge, from the company's head office at Inchinnan, Scotland, or from any of its branches throughout the country.

Big Demand for Relivers: Albion Motors, Ltd., report that during the past three months sales of Reiver six-wheelers have increased by over 40 per cent. compared with the corresponding period 12 months ago. It is thought that the incorporation last autumn of the Leyland 400-S 125 b.h.p. oil engine and non-reactive bogie suspension has been responsible for the increase in popularity.

Another Branch: The Mercantile Credit Co., Ltd., have opened a new branch office at 776 High Road, North Finchley, N.12.

Are You Calling?: High Duty Alloys, Ltd., announce that the telephone number for their Extrusion Division has been changed to Workington 2581-6.

Compensation for the 73 Ceylon bus concerns who were taken over by the Ceylon Government is to be paid in five instalments. The first payment, in June, will be of £225,000.

Geneva Show Opening: Mr. F. T. Wahlen, head of the Swiss Federal Department of Economics and, for 1961, President of the Swiss Confederation, will open the 31st International Motor Show in Geneva on March 16.

Wrong Year: In our list of forthcoming events last week we included the Institute of Transport Congress at Cardiff among this year's events. The Cardiff Congress is, of course, the 1962 one, to be held from May 29 to June 1.

400 Missed: In last week's issue it was recorded that about 150 A.E.C. power units had been ordered during January. This figure should have read 550.



This Albion Clydesdale milk tank is being employed during the Scottish Dairy Show, which closes today, on the collection of milk from a bulk-storage tank in the Show for delivery to a local creamery. The vehicle was supplied by Milburn Motors, Ltd., Glasgow, to Alex Scott and Son, Drummore, and has a stainless-steel insulated tank made by Andrew Bros. (Bristol), Ltd., Liverpool. It has a battery-operated stainless-steel pump deriving power from high-capacity vehicle batteries charged by the normal engine generator.

Overseas Production Increases

FIGURES issued recently show that in many countries production of commercial vehicles is on the increase. Production in France last year totalled 193,000 goods vehicles and buses, which included 84,500 from the Citroën concern, 19,000 from Simca, 12,750 from Berliet, 27,500 from Peugeot and 850 from Panhard. The State-controlled Renault works increased its output from 36,000 to 58,000 units over the year.

In the Iron Curtain countries, Russia produced some 286,000 goods vehicles and buses over the first three-quarters of last year, Czechoslovakia some 7,242 units and Hungary 1,460 in the first half of the year.

Italian production of road vehicles other than private cars reached the total of 48,710 units during 1960, and in Brazil some 51,636 goods vehicles were produced last year.

Buses Exchanged for Tobacco

GREEK tobacco worth £40,000 is to be shipped to Britain in exchange for bus chassis made by Guy Motors, Ltd., Wolverhampton. Mr. W. L. Drummond, sales director of Guy Motors, Ltd., said: "Import restrictions meant that we have to negotiate a barter arrangement with the Greek company that wanted our vehicles. It was not easy, and negotiations went on for a long time before everyone—including the governments concerned—was satisfied."

Mr. Drummond added that further discussions were in progress which might lead to an expansion of this new export channel. He continued: "It does not necessarily mean more Greek tobacco; the exchange deal could be for sultanas, hazel nuts or whatever might be available and approved for import into Britain."

The chassis concerned have Gardner 6LX oil engines and semi-automatic gearboxes.

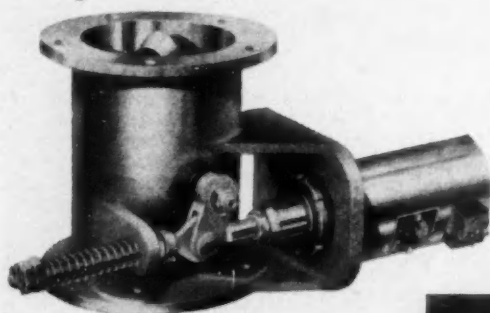
McCallum's Granted Two Artics.

THE application by Peter McCallum and Sons, Ltd., Stirling, for six articulated units on "General goods, Great Britain," was continued at Edinburgh last week. Mr. F. W. Quin, the Scottish Licensing Authority granted McCallum's two units.

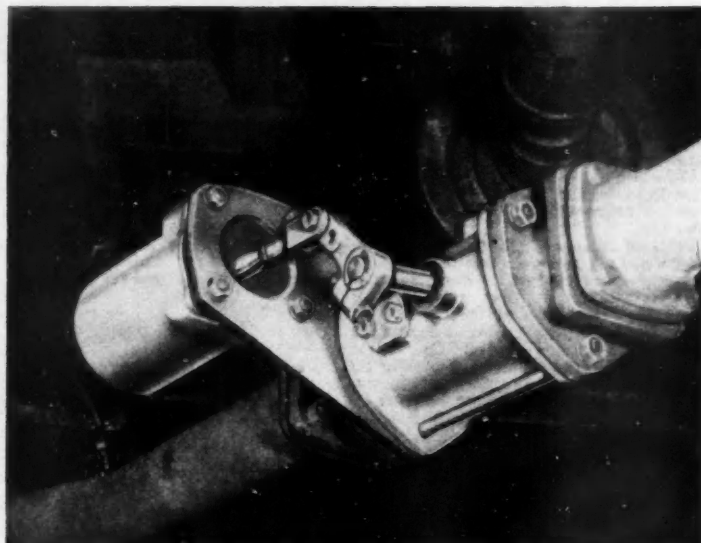
Glasgow and District Motorways, Ltd., of Larkhall, who are modernizing and improving their fleet, received permission at Glasgow to vary their A licence to replace a petrol vehicle of 2½ tons by a diesel of 3½ tons.

NO SEAFRONT BAN

COACHES will not be banned from Weston-super-Mare's seafront in the 1962 holiday season, it has been decided by the town's Works Committee. Recently they turned down a similar move to ban coaches parking on the seafront during the coming season.



The electrically operated Ashanco unit (above) is actuated automatically by foot pressure on the brake pedal, heavy pressure bringing the vehicle brakes into action, assisted by the exhaust brake. Operated by a vacuum cylinder, as shown, or by compressed air, the butterfly-valve unit of the Clayton-Oetiker exhaust brake (right) can be mounted in any convenient place in the exhaust system. Various methods of control include operation by a brake-pedal switch through a relay and solenoid.



Exhaust Brakes

by P. A. C. Brockington, A.M.I.Mech.E.

R EPORTS by operators that the use of an exhaust brake does not cause damage to the power unit or increase wear and tear, have failed to convince many potential users that they can employ such equipment with impunity. They remain convinced that "there is a snag in it somewhere."

Before providing detailed evidence on behalf of exhaust brakes, it is appropriate to cite some aspects of design and performance which are not fully understood by typical operators.

When the engine of a road vehicle is being overrun, a large proportion of the work done in compressing the air in the cylinder is restored on the following stroke, despite the absence of fuel and the lack of combustion force. A certain amount of heat is wasted, but this is small and represents the extent of the energy absorbed. The extra braking effort afforded by an exhaust brake is a function of compressing the gas in the manifold and pipe external to the cylinder. In this case, closure of the exhaust valve during the following stroke prevents restoration of energy.

Pumping Energy Loss

A certain proportion of the total pumping energy is lost by virtue of the overlap of the inlet and exhaust valves, which results in blow-back through the inlet valve over a limited number of degrees when the exhaust valve is nearing its closed position. In a conventional engine with average overlap the wastage is, therefore, small but abnormal overlap can be a decisive disadvantage.

Tension of the exhaust-valve springs in relation to valve area is also important. In the majority of standard engines, spring tension is sufficient to resist opening of the valves of the remaining cylinders when one or more of the pistons is

pumping gas into the exhaust system, but springs that are too weak to oppose back pressure are the most common reason for an engine being unsuitable for the application of an exhaust brake. Although equipping the engine with stronger springs is relatively simple, this may not be acceptable to the makers.

During a substantial proportion of the compression stroke of a two-stroke cycle, the incoming air is helping to expel the exhaust gas and this is further assisted, in a typical application, by a scavenge blower. The maximum exhaust-gas pressure that can be obtained is thereby limited, and the increased load on the blower may cause damage. Clayton-Dewandre, makers of Clayton-Oetiker exhaust brake equipment, state that two-strokes are definitely unsuitable for exhaust brake applications.

Minimum Gas Pressure

According to this company, the minimum gas pressure for efficient operation of an exhaust brake is 25 p.s.i. This may be unobtainable for the reasons given, or because of the low power-to-weight ratio of the vehicle, the pressure obtainable being directly related to the pumping action of the engine, which indirectly determines its output. Average back pressure is about 40 p.s.i.

Obviously the mechanical condition of the engine is also important, faulty sealing at the valves or pistons resulting in loss of pressure. Mechanical faults that reduce brake efficiency will normally, however, result in a substantial reduction in the performance of the engine and represent the outcome of sub-standard maintenance.

Engines listed by the Clayton-Dewandre Co., Ltd., Lincoln, as unsuitable for exhaust brake application include Foden FD.4, FD.6 and FD.12 units, the Ford 4D, the

Prove Themselves

This Analysis of a Controversial Braking System Indicates That it Has Many Proven Advantages, Particularly Saving on Maintenance: No Damage is Done to Engine or Other Units

Leyland O.350, Perkins P3(V), P4(V) and P6(V) engines, the Rootes TS.3 and the Thornycroft KRN6/S engine.

Clayton-Dewandre confirm that an exhaust brake can be fitted to engines equipped with a turbocharger (between the manifold and blower), but point out that obviating loss of blower efficiency depends on reducing the distance between the engine and turbocharger to a minimum. If the brake is applied to a supercharged engine, it is essential that a pressure-relief valve be fitted in the inlet manifold to obviate excessive loads on the working components including the gear drive.

Brakes are offered with control equipment based on air-pressure or vacuum-operated linkage.

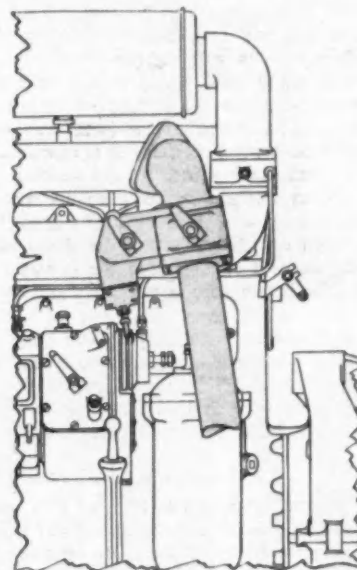
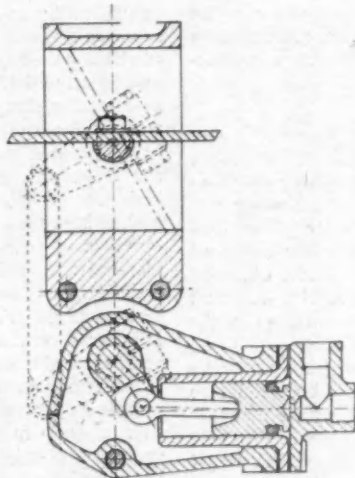
Application to a petrol engine is also practical, but involves the use of a separate air intake, which is opened to atmosphere simultaneously with operation of the brake butterfly to provide fuel cut-off. Production of such equipment by the company has not, however, been started because of a number of technical difficulties, the main objection to the application being that the inlet manifold cannot be employed to provide power for a vacuum braking system.

With regard to the possibility of lubricating oil being drawn into the inlet manifold, technicians of the company state that this could only result from excessive clearance between the piston and bore, such as may be found in a badly worn engine. Concerning valve life, it is emphasized that the temperature of the air being compressed in the engine is very much lower than the working temperature of the exhaust gas. It is claimed that the life of the valves should be increased, particularly in the case of vehicles that are regularly used on routes with long descents.

Electrically Controlled Brakes

Commenting on the same aspect of engine wear and tear, it is claimed by Thomas Ash and Co., Ltd., 19 Rea Street South, Birmingham, 5, makers of Ashanco electrically controlled equipment, that exhaust braking on long descents prevents "air quenching" of the engine and thus reduces thermal stressing of the valves, head and block. The claim is also made that the reduction in vacuum on the intake stroke is favourable with regard to oil pumping, and that governor overrun is prevented on down grades.

Some form of fuel cut-off device is required if a pneumatically operated governor is fitted. Back pressure from the exhaust system causes air-pulsation during the period of valve overlap, and this can result in the delivery of excess fuel if no cut-off is fitted. If the engine is equipped with a mechanical or hydraulic type of governor,



An air-pressure cylinder (left) is employed for the operation of the Leyland exhaust brake, the layout of the assembly being shown (above). The brake is controlled by a switch on the horn bracket, mounted on the steering column. The Leyland company state that no engine damage or additional wear and tear has resulted from the application of exhaust brakes to many hundreds of Leyland engines.

regulation of fuel supply is not, however, affected by changes in inlet-manifold pressure.

Both companies state that it is sometimes necessary (Ashanco refer to small engines specifically) to open the butterfly in the induction manifold of engines with pneumatically controlled governors simultaneously with the closing of the exhaust brake. According to Clayton-Dewandre, this is necessary to permit free pulsations in the manifold, and Ashanco say that it is essential as a means of augmenting the air supply.

In addition to a special air cylinder designed to operate the linkage of the fuel cut-off and of the manifold butterfly valve, Ashanco produce a voltage cut-out. The purpose of this is to prevent stalling at idling speed when pressure is applied to the brake pedal. Current is supplied to the brake solenoid through the cut-out, which is connected to the output terminal of the dynamo. When the output of the generator is reduced to a predetermined current corresponding to the idling speed of the engine, the cut-out automatically opens the main brake-solenoid circuit and this releases the exhaust butterfly.

No damage has resulted in the application of exhaust brakes to many hundreds of Leyland engines according to reports by technicians of Leyland Motors, Ltd., who state that they know of no service problems created by the use of this type of brake.

This statement by the Leyland company has particular significance because the concern also manufactures exhaust brakes, and it should entirely dispel any doubts of operators regarding the possibility that employing a well-designed type of brake equipment could damage the power unit or increase maintenance costs.

For many years a Leyland-designed exhaust brake has

been fitted to the Worldmaster chassis, notably to vehicles operating on long-distance Continental tours, many of which involve crossing the Swiss Alps. This brake is an air-operated unit, which in the case of the Worldmaster chassis, actuates the pump-rack to cut off the fuel supply as well as a butterfly-valve in the exhaust system. The air-operated control mechanism is operated by a switch on the horn bracket mounted on the steering column.

Driver fatigue is considerably reduced and a more favourable wear rate of brake lining is obtained. It is pointed out that relieving the drum brakes of load on a long descent ensures that the drums remain cool. Full braking is therefore immediately available for an emergency stop.

Leyland buses for Huddersfield Corporation are equipped with a similar type of exhaust brake, but in this case the use of C.A.V. S.F.-type of engine governor (described in the February 3 issue of *The Commercial Motor*) eliminates the need for a fuel-supply cut-off device.

No Increased Wear and Tear

Although no special tests of exhaust brakes have been made by A.E.C., Ltd., technicians of the company are completely satisfied that their use does not cause damage and does not increase wear and tear of the engine. This view has been mainly derived from the favourable opinion of operators, and it is notable that Glenton Tours, Ltd., 397 Queen's Road, New Cross Gate, London, S.E.14, state that outstandingly successful results have been obtained in the case of an A.E.C. Regal Mk. IV coach.

In a detailed and laudatory review of exhaust brake applications to seven Dennis Lancet, six A.E.C. Reliance and two A.E.C. Regal Mk. IV coaches, the garage manager of this company states that the engine of the first vehicle to be equipped with this type of brake (an A.E.C. Regal in 1954) showed negligible bore wear after 106,000 miles. Of a total of 136,000 miles covered by the coach, 131,000 were completed on Continental tours.

When the engine was overhauled at 136,000 miles, the bearings were in a perfect condition and the engine was reassembled with standard piston rings. The original front-brake linings were refitted after examination at this mileage, the thickness of the linings having been reduced from $\frac{3}{8}$ in. to $\frac{1}{8}$ in. Whilst the rear linings were changed because they were impregnated with oil from leaking seals, the rate of actual wear compared favourably with that of the front linings.

Ashanco exhaust brakes, of the type actuated by a micro-switch on the brake pedal, are employed throughout. In addition, a cut-out switch is fitted to the instrument panel, with which the system can be made inoperative when the vehicle is travelling in congested traffic and so on. Comparable "pro rata" results have been obtained from the second Regal coach, which has completed 116,000 miles.

Four Valves per Cylinder

Application of exhaust brakes to the Dennis coaches was deferred until 1957, because it was doubted whether the four-valve-per-cylinder feature of the engine would be favourable, but all doubts on this score were later removed. The engine of the first vehicle to be equipped with an exhaust brake was examined after 24,000 miles, and its condition was comparable to that of a similar engine that was operated without an exhaust brake. The seven Lancets have now completed individual mileages of 45,000 with about 50 per cent. of the normal brake wear.

A measure of the brake's value, operationally, is shown by the descent of Porlock Hill with a full load of passengers and luggage. This was completed in bottom gear without

the use of the brake drums, even on the steepest section. In a general appraisal of exhaust brakes it is stated that their use does not, apparently, increase valve-guide wear and that the condition of the engine oil filters when checked during oil changes indicates that it is not detrimental to the lubricant. Employing an independent switch is considered to offer decided advantages with regard to both safety and cost.

Bradford's Gradients

Gradients steeper than 1 in 10 are frequently encountered in the area covered by public service vehicles of Bradford City Transport, and the application of exhaust brakes to over 100 vehicles in the fleet has provided an outstanding test of the equipment. An Ashanco brake is employed, controlled by an electrical switch on the brake pedal. It is reported that the use of exhaust brakes has reduced the cost of relining the front drum brakes by more than 28 per cent., and by around 17 per cent. in the case of rear brakes. The practice has also provided an appreciable reduction in the wear of the drums.

It is pointed out that the greater reduction in the wear of the front linings can be explained by the fact that a high rate of retardation with the application of the drum brakes imposes a relatively heavy load on the front units by virtue of weight transference and gives a corresponding increase in wear; because the exhaust brake affords a limited rate of retardation and results in negligible weight transference to the front axle, a greater proportion of the load is imposed on the rear wheels. The main saving is, therefore, derived from a reduction in front-lining wear.

According to a report issued by the Ashanco concern, outstanding advantages have been obtained in an application to dumpers with a carrying capacity of 18 tons and a gross laden weight of nearly 32½ tons. In one operation these vehicles negotiated a 200-yd. section with a gradient of 1 in 7 when running between the quarry face and the crushing plant, the surface being of rough stone which was frequently covered with slime. Power units were of Rolls-Royce, A.E.C. and Cummins manufacture, with a capacity of about 11.3 litres in every case.

Drums for Stops Only

Before exhaust brakes were fitted to the vehicles the drum brakes had to be serviced weekly and the axle oil seals had to be replaced at similar intervals. The vehicles have now covered mileages of 9,500 to 25,000 since they were equipped with exhaust brakes, use of the wheel brakes being limited to stopping the vehicle. No brake maintenance or oil seal renewals have been required.

Commenting on operator reaction to the use of exhaust brakes, Mr. B. Goodfellow, general manager of Sheffield United Tours, Ltd., agrees that it is regarded by many as a potential source of engine trouble. Clayton-Oetiker exhaust brakes have been fitted to a number of vehicles in the fleet since 1956, and there has been no engine failure that could be attributed to their use. The first vehicles to be equipped with exhaust brakes have covered between 120,000 and 140,000 miles and no major attention has been required. Mr. Goodfellow believes that a mileage of 200,000 will be attained without any disadvantage accruing from this source. Exhaust brakes are regarded as invaluable, particularly for tours on the Continent, and he observed that they are fitted to the majority of Continental passenger vehicles of all sizes.

Although applicable to operations over a limited period of 12 to 18 months, there is no evidence that the Clayton-Oetiker exhaust brakes fitted to a number of vehicles in the fleet of the East Kent Road Car Co., Ltd., Canterbury, have caused damage to the engine or excessive wear.

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DEUSOL G/M

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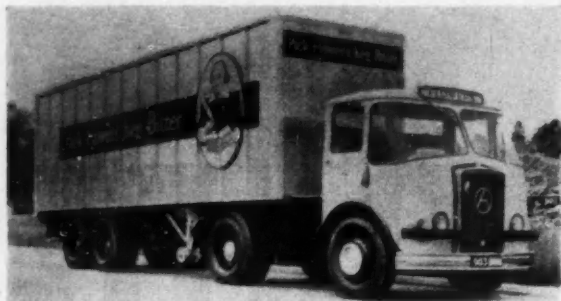
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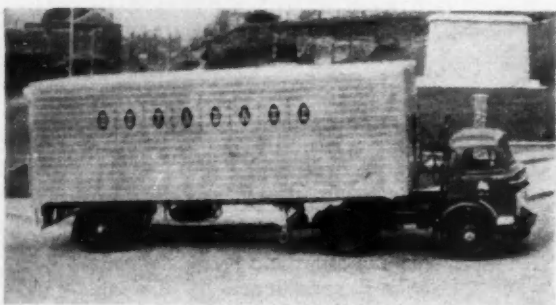
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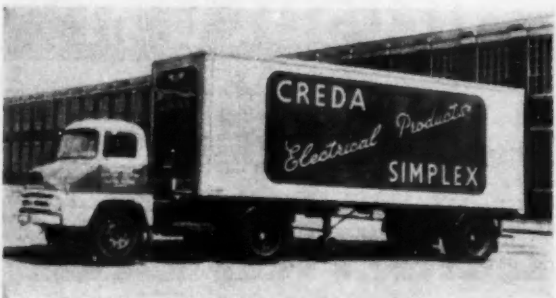
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and all the goods of this
King-sized age — swiftly,
handsomely, economically.

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with acknowledgments to B.O.A.C.

Political Commentary

By JANUS

*Take but degree away, untune that string
And hark what discord follows; each thing meets
In mere oppugnancy.*

SERIOUS though the Merchandise Transport decision is, the degree of shock that it has administered to hauliers may seem out of all proportion. The majority of hauliers, apart from those on long-distance work, may feel little effect, at least for some considerable time to come. Traders and manufacturers in general, once they have examined more closely the opportunity to carry for hire or reward, may well decide it is not worth the bother.

If after all they wish to proceed, there are other ways of attaining their objective. The Merchandise Transport decision is merely the culminating point of a number of cases in which operators with vehicles on A contract licence or on contract hire have been able to convert to ordinary A licence with little difficulty. The consequences have been plain to see for some time and hauliers, although they have grumbled and in some cases pushed their objections to the appeal stage, have not seemed wildly alarmed.

What is special about the latest case? The answer is quite evidently that hauliers see in it the first example of a straightforward conversion from C licence to A licence with no side issues to suggest that it may be an exceptional case. It requires from the haulier a new attitude of mind. He feels like some watcher of the skies when a new planet swims into his ken.

PREVIOUSLY the viewpoint of the haulier had been taken for granted. He had seldom wavered in his opinion that the trader had something near to a divine right to operate as many vehicles as he liked, and in whatever circumstances he liked, so long as he was carrying only his own goods. This apparently altruistic view prevailed even during the period of nationalization, when the C-l licence holder, having escaped in the nick of time from proposals designed to limit his radius of operation, was allowed to continue exactly as before, whereas the haulier, including the holder of an A contract licence, needed a permit for any journey beyond a distance of 25 miles from his garage.

British Road Services and British Railways, especially the latter, thought differently. Muffled at first, their complaints gradually became more distinct, until it became a matter of course that each annual report of the British Transport Commission should have its reference to the rapid growth in the number of C-licensed vehicles and the increase in competition that this growth represented. More recently the suggestion has been added that independent hauliers ought to be at one with the B.T.C. at least in their attitude towards the C licence.

The response of the hauliers to any such invitation has been cold. One explanation sometimes given is that the C-l licence holder, in another manifestation, is the hauliers' customer and must be humoured even if he is taking traffic away by the use of his own vehicles. This, of course, would apply also to the B.T.C. and is valid only to a limited extent, apart from providing a plausible excuse for those hauliers who, for obscure reasons, have no wish to attack the C-l licence holder.

Their attitude has been governed more completely by the fact that they approve of the licensing system, to which the freedom to carry one's own goods forms an essential

corollary. The B.T.C., it is true, also approve of the system, but see it from the outside. Even B.R.S., although theoretically part of it, find little difficulty in practice in getting what licences they need. There is no reason that the B.T.C. can understand for not making the restrictions tighter, whereas the hauliers, having lived within the system for so long, appreciate how the parts are inter-related.

NOT that they think the system perfect. But their objection to the peculiar and privileged position of the farmer C-l licence holder, for example, is that it is an anomaly, an aberration that draws attention to the direction in which the true north lies. The exception proves the rule. With more and more difficulty, hauliers have tried to apply the same principle to what they cannot help thinking have been some very queer decisions by the Transport Tribunal over the past few years. The limit has now been reached and overstepped. Hauliers feel that, now the Merchandise Transport case has been settled, it is no longer possible to make sense of the licensing system.

There is a real danger that the disorientated hauliers may begin to doubt their previously unquestioned belief in the freedom of the trader to carry his own goods. Their former attitude, after all, is not one that would be taken for granted in every industry. The point of view of the B.T.C. is far commoner. The do-it-yourself man comes in for severe criticism from tradesmen who allege he is taking away their livelihood.

The haulier has not been moved to protest in the same way, even when he has built up an efficient transport organization which the customer has then taken over for himself. Such a procedure, disheartening though it might be, has seemed part of the natural course of events. The case is altered when the customer not merely elects to carry his own traffic under C licence, but is aiming to carry the other traffic of the haulier as well. The haulier, who at times has almost boasted that he is a servant of the public, questions the whole basis of his servitude.

FROM the point of view of the C-l licence holder this could be a subversive way of thinking and it has its dangers for him. The hauliers have considered themselves closer to him than to the railways and have joined with him in representations to the Government on such things as roads and the construction and use of vehicles. What could now happen is that hauliers would tend to regard themselves as professional carriers rather than as road transport operators. They would be drawn to ally themselves with the B.T.C.

Politically the combination would be extremely powerful. The influence of the haulier over the Conservative Party has been exaggerated to the point of absurdity, but there is a feeling within the party that the hauliers, in addition to being vociferous about free enterprise, have played their part in justifying it.

If the Government are for these reasons inclined to be sympathetic to the road haulage case, they will hear with real anxiety what the B.T.C. have to say. One last desperate effort is in hand to bring the railways back to solvency. The latest activity of the Transport Tribunal can hardly be said to be helping the effort. All in all, there will be powerful arguments to persuade the Government to positive action with the intention of saving the licensing system from disintegration.

Is Goods Licensing Out of Date?

The Possibilities of Changing the Present System are Discussed by RALPH CROPPER
M.Sc.(Econ.), B.A., A.M.Inst.T.

SHOULD the present carriers' licensing system go on indefinitely without change? This is a question I find myself repeatedly being asked by hauliers. The Road Haulage Association, as *The Commercial Motor* has reported, are actively considering the matter. Members of Parliament have raised it from time to time. Just before Christmas the publication of the White Paper on nationalized transport gave rise to speculation about whether, in the light of the broad proposals contained in that document, there should be some change in licensing law.

The hauliers' reason for raising the question was as one of their considerations in the valuation of licences and transport businesses, and as a factor in deciding the extent of their investment in road haulage.

Although the goods licensing system has been with us for some 27 years, that does not necessarily mean that it will go on for ever. In Ceylon, I was recently told, there had been a road goods licensing system not dissimilar to ours; this was wiped out about two years ago by a mere slash of the pen. It was decreed that, as from a specified date, licences would no longer be required. This is a simple expedient. In this country, back in 1947, the Government dealt with the matter by paying compensation after buying haulage businesses. That was because it wanted to set up its own transport operations.

Whenever discussion takes place these days on the future of the industry it is generally argued around nationalization. But what are the arguments for licensing at all? What are the reasons, from the national point of view, for any system of licensing?

There is no industry other than haulage which has a special system of control of this kind. Licensing entails restrictions. In a free world restrictions require justification at the bar of public opinion.

The Railway Point of View

It comes back to the railways, and so it is far from being a waste of time to recapitulate a little history. The A- and B-licensing scheme arose out of the Road and Rail Traffic Act, 1933. That Act emerged almost directly from the Salter Conference of 1932, which was a commission appointed to advise the Government on transport legislation. Half of the members of the Salter Conference were the top railwaymen of the time so, to put it mildly, the railway point of view was not overlooked.

The Salter Conference had followed the Royal Commission on Transport of 1928 to 1931, which had been set up to examine the plight of the railways and their extremely serious financial position. The railways' problem had arisen from the tremendous growth in the 'twenties of road transport, both passenger and goods. It was, above all, the viewpoint of the railways that carried

the day and the railways felt that, to protect their own interests and investments, the control of the strong, competitive rival was essential. Hence the origination of the licensing system.

Since licensing started, the railways have lived up to their policy. They have continually pressed for the limitation of road haulage. The controls can broadly be grouped into three aspects: control on entry against newcomers; control on expansion by existing licence holders; control on changes within the framework. The degree of railway pressure is undoubtedly greatest against the first group, slightly less against the second, and more moderate against the third.

Restrictive Pressure

Very often applicants for licences are surprised to receive a railway objection. When it has been received, they are prone to try to brush it aside with some convenient phrase as: "Well, that's a formal objection, anyway, as they can't do the work." The important thing is that it is the railways who have maintained the pressure on the system and thus have retained its restrictive nature. If the haulage industry likes the licensing system—and I have yet to encounter any body of opinion amongst hauliers which would wish to see its abolition—then the industry should be grateful to the railways for ensuring that the system remains restrictionist.

It is well to pause and think what might have happened to the system if the railways had not taken the active part which they have. Nearly all the leading cases have come about because the railways have objected and then appealed. Both the Licensing Authorities and the appellate Tribunal have recognized that they had to play ball with the railways. They were in desperate need of the railways to provide the opposition, to put up the counter-case.

If the railways did not do this, the only other opposition that could have arisen (omitting, for the moment, British Road Services) lay in objections from other hauliers.

Hauliers may possibly be united in objecting against newcomers, but they cannot possibly be so unanimous in objecting amongst themselves—if only for fear of subsequent reprisals. There is also the fear that legal strings drawn tightly around an opponent may still be found to exist when those same hauliers themselves become applicants at some later date. Thus, the authorities and the Tribunal have been anxious to give the railways some sense of self-satisfaction in that they achieved a fair degree of success in their objections and appeals.

Just one short word about British Road Services. When they were outside the licensing system (prior to the 1953 Transport Act), they were as energetic as the railways in pulling the strings tight around the neck of the rest of the road haulage industry. Since then, when they have become subject to licences issued discretionally by the same

Licensing Authorities to whom they objected, they have modified their tune. They certainly do not favour too much restriction, except against the newcomers.

All this pressure on the licensing system must have cost the railways a great deal. Perhaps we should not press too much for this interesting piece of information for fear of the staggeringly high figure that might well be disclosed. But let us weigh that figure as an ordinary commercial calculation—just as one would weigh any figure of cost in any business enterprise.

A Cost Investigation?

The question to ask is whether the results justify the expense. This is, indeed, a question. When one considers the amount of traffic that the railways lose to C-licence operators, it is a source of debate whether the amount of traffic they gain in return for their costs in opposing A and B licences makes up for it. It would be most interesting to know whether the railways have ever made a cost investigation on this subject. If they have, I would dearly like to see their report. It would have a fundamental significance for the haulage industry.

This issue must be weighed also against the background of the changing railway scene. Since 1953 the railways have enjoyed a degree of commercial freedom which they had never before known. The new legislation not only freed them from compulsory publication of rates and charges, but virtually gave them a free hand to charge as they wished. Clearly they could now discriminate in favour of traffics that they wanted to carry.

Perhaps it is a relief to the haulage industry that the railways have still not become as commercially "keen" as, by statute, they are now entitled to be. But it has started to make the railways cost-conscious in a way never known before. One railway region in particular, under Sir Reginald Wilson, has been making considerable strides in this direction, even though it takes a long time to get a time-honoured institution like the railways into a new gear.

Are the railways no longer going out to seek their traffic by the costly machinery of restricting road transport, and hoping that the traffic will trickle back to them, but

by the normal method (known throughout industry) of price-competition? Some people may well be asking what the railways have got to lose by trying this method—and trying it persistently and on a large scale.

Those people could include the leaders of the new State transport system that will include men from industry and commerce at large, and not only from the railways. These men have been trained in competition as being the motivation for business enterprise. They have grown up accustomed to seeing competition as the natural lubricant of industrial development. Is it not natural that they would immediately think to apply the same ingredient to the railway problem?

Perhaps the Stedeford Committee themselves, when carrying out this probe, called upon the railways for a report on the costs of objections to licences. No one knows just what the Stedeford Committee told the Minister. Publication of their reports, or indeed of any glint of information on their findings, has been consistently denied. If Stedeford told the Minister that the railways were no longer getting value for money in objecting to carriers' licences, and urged him to instruct the railway to withdraw all part in licensing proceedings, that would immediately create a big vacuum in the licensing scene.

What Arguments?

I wonder what arguments the road haulage industry could find to justify the continuance of the licensing scheme? The arguments would need to be something better than special pleadings of self-interest by the hauliers, and would have to show that the broad national interest required the continuance of licensing as at present.

To deal with non-restrictive matters, such as drivers' hours and vehicle condition and so forth, there could still be a simple licensing arrangement by enlarging the scope of C licences to cover every goods vehicle operator. Apart from such matters dealt with in this sort of way, there could well be some serious review of the continuing need for the restrictions contained in the present A and B system. Will this lead to a slashing of the system, by a stroke of the pen, as happened in Ceylon?

Renault Enlarge Spare Parts Service



Spares are delivered by four articulated vans, with A.E.C. Mercury tractive units and Taskers semi-trailers.

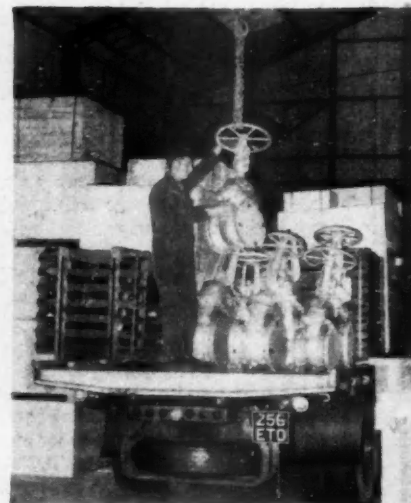
A NEW spare-parts depot was officially opened last week by Renault, Ltd., at their Western Avenue, London, W.3, headquarters. The new depot has a floor area of 33,000 sq. ft., in which respect it is twice the size of the previous stores, and can accommodate parts to a total value of over £300,000.

Another innovation is the development of Renault's own parts-delivery service, for which four A.E.C. Mercury tractive units and five Taskers box-van semi-trailers are employed. A loading bay, 237 ft. by 45 ft. has been added to the existing buildings for the purpose of this delivery service. Each Renault distributor receives deliveries once a fortnight by the new system.

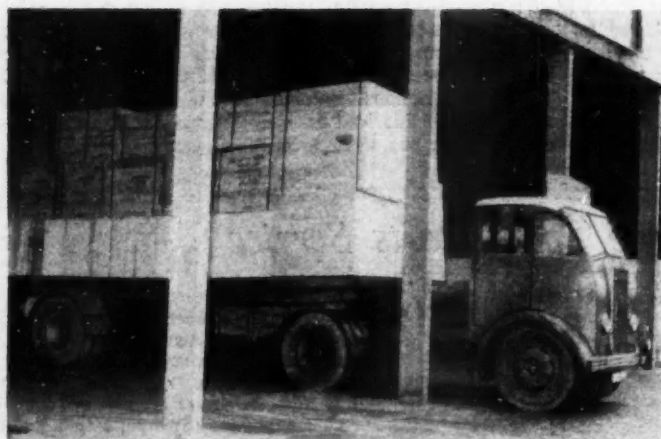
A 24-hour ordering service is provided, a telephone-answering machine having been installed in the stores office which records on tape urgent demands at any time of the day or night.



(Above) A general view of the Marshall's premises—office block in the foreground with the main warehouse behind. (Right) An A.E.C. Mercury—Marshall's use these A.E.C.s for both trunking and delivery services—during loading.



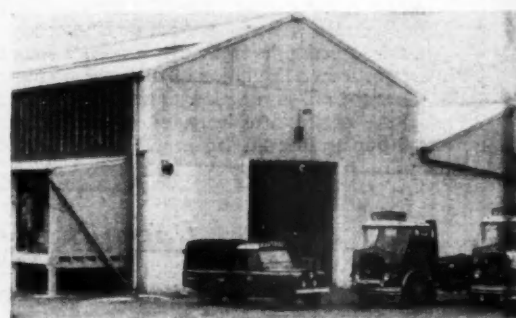
Job Family in Docks



(Above) An overhead gantry crane is used to load cases, in this instance onto a Seddon articulated unit. (Below) The Marshall Land-Rover service vehicle outside the service bay.



B24



(Above) A general view of the front of the new, modern warehouse fleet, an Atkinson eight-wheeler, leaving.



(Left) Plenty of headroom simplifies the loading of mixed goods en route for the docks. (Below) A corner of the modern canteen, over which Mrs. Marshall presides.

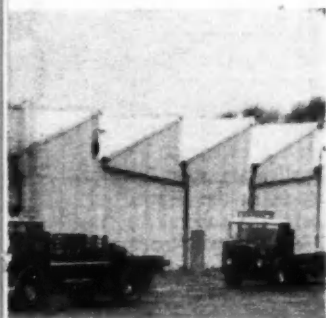


Plenty of light, ample headroom and modern equipment are features of Marshall's new warehouse. The Atkinson is being loaded for the docks.

Clarity Promotes Efficiency Traffic

by
A Special
Correspondent

*Family Atmosphere
Plays Vital Part
in the Efficiency of
Notts Concern
Specializing in
Docks Traffic: Re-
cent Expansion Has
Led to Over Two
Acres of Covered-
in Area and a Fleet
of Nearly 100
Vehicles*



use. (Below) The oldest vehicle in the fleet for the docks.



IT is significant that there is a waiting list for driver vacancies at A. R. Marshall and Sons (Bulwell), Ltd., Bulwell, Nottingham, and that, with the active support of the office staff, the two Marshall football teams are showing great promise. This is indicative of the good relations between staff and management that Mr. A. R. Marshall, and his wife and co-director, Mrs. A. R. Marshall, have built up over the years. In the family atmosphere they have created there is no relaxation of discipline, but sympathetic advice and a helping hand are always available in domestic and other crises.

On a more mundane level, all the staff, including the drivers, have the benefit of pension and welfare schemes, and a newly opened building provides up-to-date canteen facilities as well as a modern office block.

The two sons of the family, Mr. Howard Marshall and Mr. Trevor Marshall, are respectively in charge of docks

traffic ex-warehouse and the paint and body shops, as well as being directors. The only daughter, Miss Pauline Marshall, is a confidential clerk in the accounts office. In the Marshall home there is frequently a get-together of family and staff to the music of the Marshall Moments band, with the help of two organs, a grand piano and assorted instruments. Mr. Marshall's claim that "We take our leisure quietly" should not, therefore, be taken too literally.

The concern specializes in docks traffic, for which the provision of extensive warehouse accommodation is an essential part. It is pertinent that Mr. Marshall established his first warehouse at Bulwell in 1930, three years after he founded the company. With the latest addition of a new 20,000-ft. warehouse in October, the total covered-in area on the concern's seven-acre site was augmented to over two acres. Parallel with this development, the recent takeover of a number of haulage companies increased the size of the fleet to nearly 100 vehicles.

In 1958 B. Keetch (Hauliers), Ltd., became part of the Marshall Group and early in 1960 the company acquired the A and B licensed vehicles of J. Gamble (Transport), Ltd. Other associated companies comprise Notts, and Derbys. (Carriers), Ltd., and Transport Repairs (Bulwell), Ltd., the latter "concern being responsible for the



Mr. A. R. Marshall, the managing director.

(Below) Use of the B.E.N. Saga grease-gun enables vehicles to be lubricated while fully loaded.



maintenance and repair of the fleet. The Marshall companies now have more than 600 regular customers, and over 1,000 tons of goods are handled daily by the group's vehicles. A large tonnage is also sub-contracted to selected hauliers, and deliveries cover all major centres of the country.

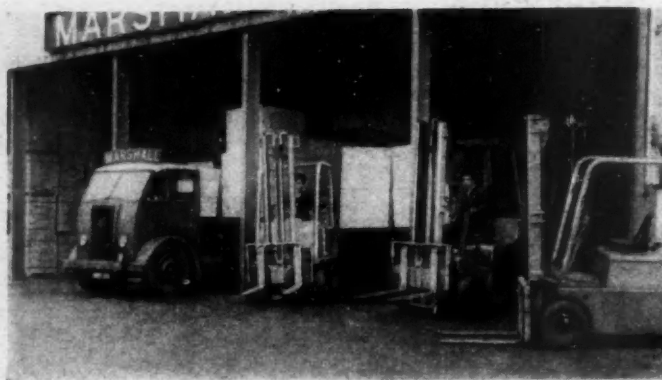
During the nationalization period Mr. Marshall was manager of the B.R.S. Bulwell depot based on the original premises of the company, and after denationalization in 1954 he went back into business as a private haulier with 10 vehicles. Initially concentrating on traffic to Liverpool docks, an office was later opened in King Edward Street, Liverpool, and a parking area was acquired on the outskirts of the city. Today, the main trunking run of the Marshall fleet is still between Bulwell and Liverpool, on which 14 lorries are regularly employed, supplemented when necessary by extra vehicles. The trunking vehicles have a combined carrying capacity of about 180 tons and operate a night service.

London and Hull

A London office and depot in Victoria Dock Road, E.16, and similar facilities in Albert Road, Hull, enable nightly port runs to these centres to be organized on the lines of the Liverpool traffic. A total of 10 vehicles with a combined carrying capacity of 100 tons is employed on the London run, whilst the Hull traffic is carried by two 10-ton vehicles. In both cases the fleet is supplemented as required. The availability of additional vehicles for docks traffic is an all-important aspect of fleet operations, as many as 20 extra lorries being frequently employed at one time.

A thorough knowledge of shipping conditions and variables on the part of the traffic clerks, combined with the facilities to hold goods in storage at Bulwell pending boat arrivals, is basic to efficient organization of the traffic. This indicates a principle of operation that Mr. Marshall has followed since the early days. In his view, the wise haulier concentrates on specific types of traffic, so that both the drivers and the office staff gain an intimate knowledge of associated problems, and the whereabouts of all vehicles throughout the day can be precisely plotted. Only in this way, he considers, can "deviation from efficient

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(Above) Virtually all internal movements are made by a fleet of Coventry Climax oil-engined fork-lift trucks. (Left) A Burroughs Sensimatic typewriter accounting machine has enabled the output of the accounts department to be considerably increased without staff additions.

management" be avoided. It is relevant that a member of the Marshall family is always on call night and day throughout the week to deal with emergencies.

An important example of job-familiarity is shown by the employment of shunting drivers at the depots who have a first-hand knowledge of the difficulties and idiosyncrasies of docks procedure, and who can be relied upon to eliminate delays if it is humanly possible to do so.

Working on a guaranteed week, a trunking driver handling docks traffic makes an outward and return run to the depot overnight, and driving is the extent of his duties. Shunting drivers and traffic staff are responsible for handling loads at the termini, which, at the depots, includes driving the vehicle to the docks, the supervision of reloading and distribution, and collection of part-loads. The vehicles operate in pairs, so that every driver handles the same type of lorry on the outward and return runs.

In the case of the Liverpool trunking runs, eight 24-ton rigid eight-wheelers and trailers divided into pairs provide a combined carrying capacity of 192 tons and are operated in conjunction with two trailer outfits each having a capacity of 18 tons, two rigid solo eight-wheelers with a total capacity of 32 tons, and two 8-ton four-wheelers. The seven vehicles in each shift have, therefore, an overall capacity of 136 tons. On average, backloads represent 85 per cent. capacity.

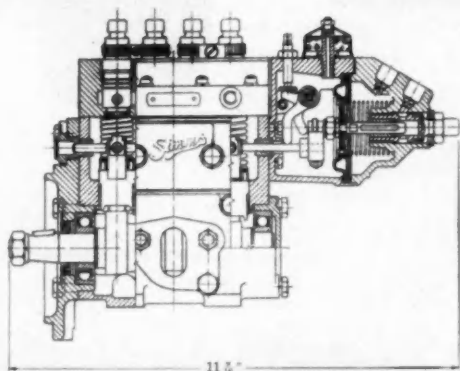
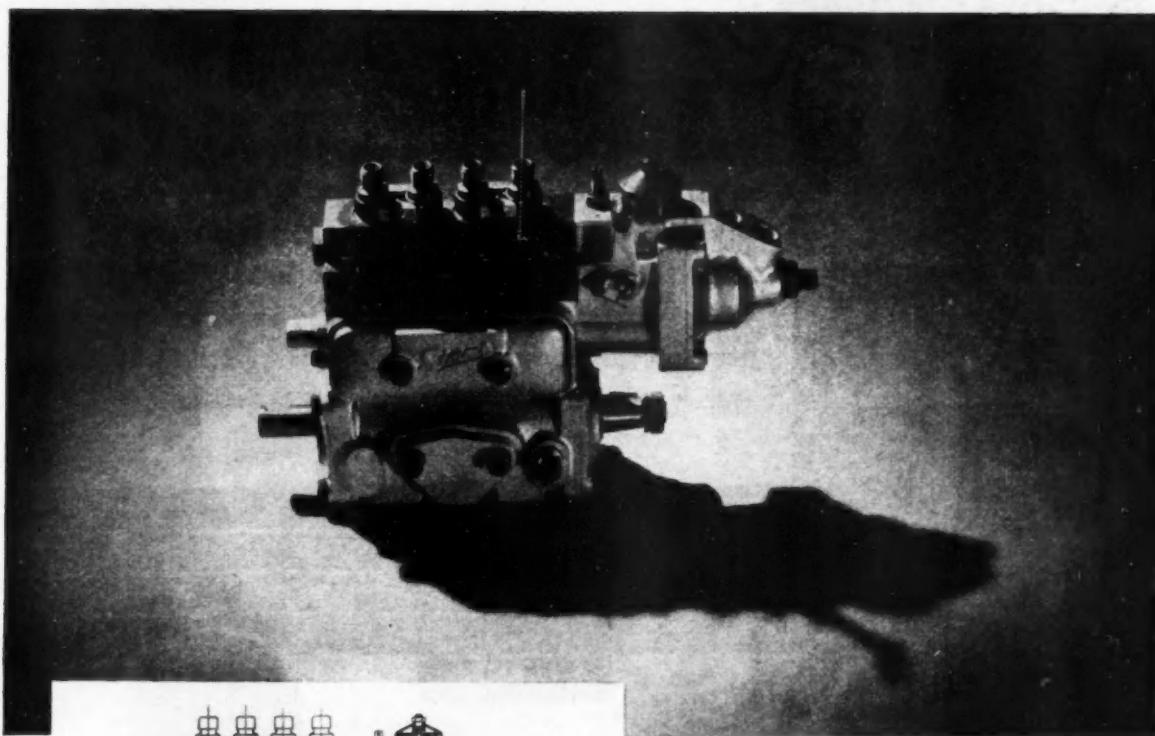
Five Trips a Week

Outgoing vehicles leave Bulwell at approximately 7.30 p.m. and incoming vehicles arrive at about 7 a.m. Each driver normally completes five round trips in a week, and there are three spare drivers to help out in emergencies. Goods in the Liverpool area are handled by 16 shunting drivers and two collection and delivery vehicles. About 95 per cent. of the traffic is derived from the docks, the remaining 5 per cent. being smalls, which are collected within a radius of 5 to 10 miles for transport to Bulwell for distribution over an area of 30 miles.

(Continue on page 87)

Simms

MINIVAC (the vacuum governed Minipump)

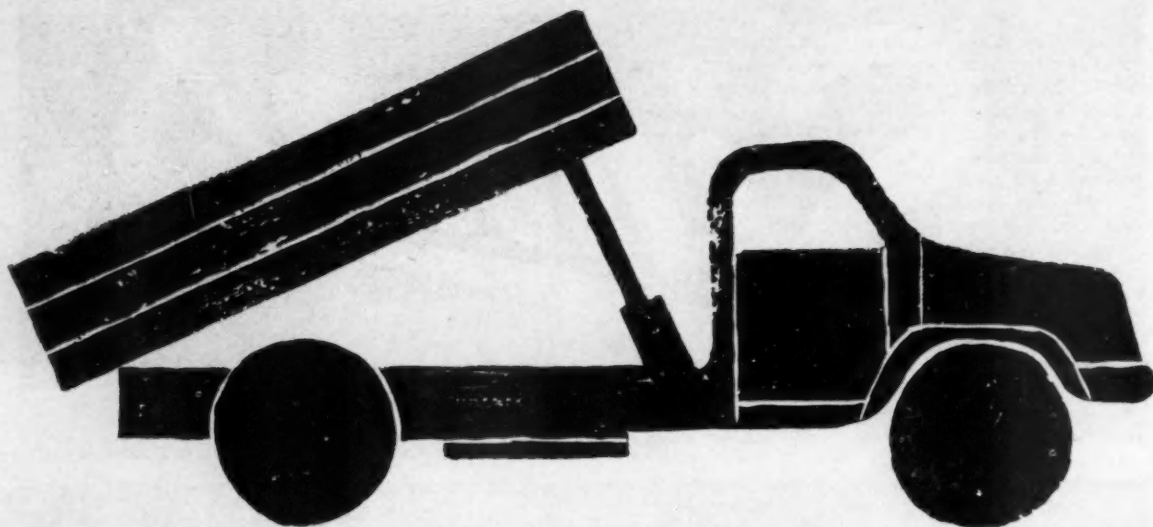


The smallest and lightest of in-line fuel pumps. It involves no unknowns and no untried principles. Its design is based on world-wide experience with this type of pump. And 40 years' experience of in-line pumps gives them world-wide serviceability.

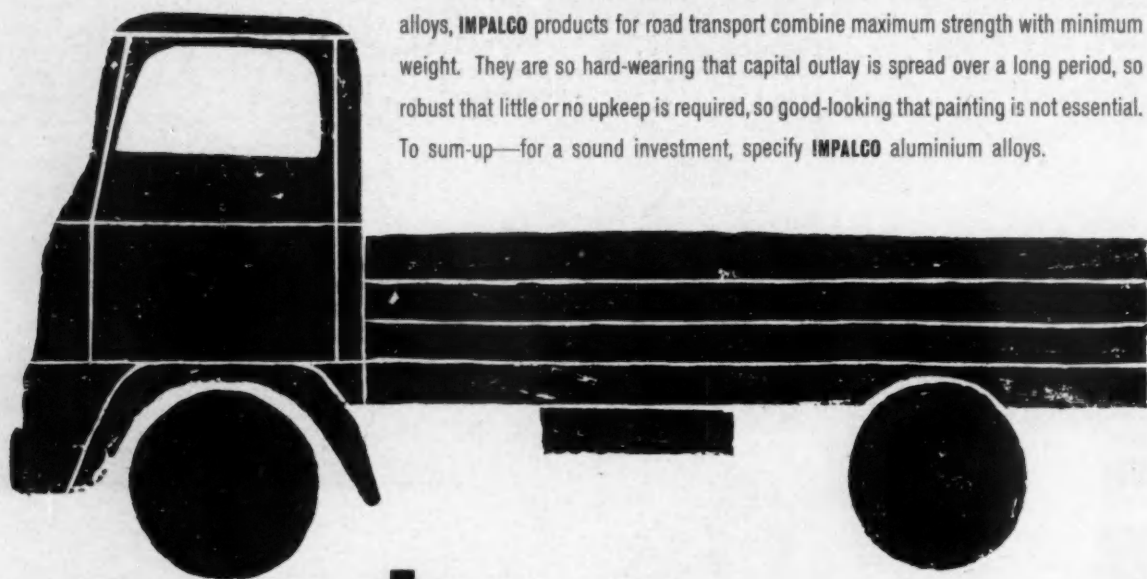
Some points in the design

Separate pump-body and cam-box (as in all Simms pumps) simplifies maintenance. Pump body machined from steel, hence no porosity. Outlets threaded steel in steel; finer threads allow closer spacing of pumping elements; hence a shorter, stiffer camshaft and a shorter, stiffer pump admirably suited to flange mounting. It has wide cam tracks and tappet rollers. Pumps are available for engines with 3 cylinders up to 4½ litres; 4 cylinders up to 6 litres; 6 cylinders up to 9 litres.

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A SOUND INVESTMENT On the road, every pound of deadweight saved makes way for an extra pound of payload. That is the big reason why more and more commercial vehicle builders are turning to **IMPALCO** aluminium. Made in particularly tough, durable alloys, **IMPALCO** products for road transport combine maximum strength with minimum weight. They are so hard-wearing that capital outlay is spread over a long period, so robust that little or no upkeep is required, so good-looking that painting is not essential. To sum-up—for a sound investment, specify **IMPALCO** aluminium alloys.



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Five pairs of 10-ton four-wheelers are used on the London run, giving a total payload capacity of 100 tons. Smaller rigid lorries are preferred to larger vehicles for this traffic in the interests of manoeuvrability and easy negotiation of narrow access roads. On this route vehicles travel on M1, which reduces journey time in each direction by approximately one hour. Motorway operation also provides an appreciable saving in fuel, and it is hoped that it will reduce wear and tear on the vehicles. The Hull fleet comprises two pairs of 12-ton six-wheeled vehicles having a combined capacity of 48 tons.

In the main, the trunking vehicles are of Atkinson manufacture, whilst Leyland Comets are employed for collection and delivery in Liverpool and London. An Albion 6-8-ton lorry is used for collections in Hull. A.E.C. and Albion lorries are also included in the trunking and delivery fleets, and a number of Thames vehicles is employed for local work in the Nottingham area.

Drivers on trunking operations work to a guaranteed week of 62 hours. In the case of the supplementary vehicles, or "roamers," the driver is guaranteed 68 hours.

A smalls service is operated in conjunction with the trunking service on the London and Hull routes, as well as the Liverpool run. Two permanent bays at Bulwell are employed for the receipt and dispatch of smalls, each bay being divided into sections corresponding with the districts served.

Eight-wheelers

A more detailed analysis of the Marshall fleet, apart from the vehicles operated by the Keetch company, shows that it comprises 24 eight-wheeled lorry-and-trailer outfits, each having a carrying capacity of 24 tons; eight 18-ton four-wheelers and trailers; eight 12-ton rigid; six 16-tonners; and four 18-ton articulated outfits, the remaining 25 vehicles being four-wheelers with an average carrying capacity of 10 tons.

As reported in the November 4, 1960, issue of *The Commercial Motor*, features of the new warehouse include a crane bay equipped with a travelling overhead electric crane of 3-ton capacity, and the building is laid out to facilitate the use of fork-lift trucks, the total number of intermediate stanchions being reduced to eight. A fleet of six Coventry-Climax oil-engined fork-lift trucks of 2-ton capacity is employed, and a further two machines will be acquired in the near future. Virtually all internal movements are performed by these trucks.

Pallet loading on vehicles is also an essential part of the work of the fork-lift trucks, about 35 per cent. of the goods carried being loaded in this way. A high proportion of foodstuffs and tinware is carried on pallets, and this form of transport is increasing, in many cases at the instigation of the customer following the mechanization of handling on his own premises.

The 24 vehicles of the Keetch fleet are based mainly on Leyland Comet four- and six-wheeled chassis and include platform vehicles and tippers. Operations of the fleet consist mainly of work for the Stanton Ironworks Company, the platform vehicles carrying concrete and spun-iron pipes up to 72-in. diameter on special cradles, whilst the majority of tippers are used for the transport of hot asphalt. These vehicles are fitted with special Spars hatt insulated light-alloy bodies, the floors of which are heated by exhaust gas to prevent solidification of the load during the delivery run. The sides of the body are insulated, and exhaust gas is ducted through a double-skin floor. A sliding-type cover is fitted, and it is normally possible to deliver asphalt up to 120 miles without solidification.

Every vehicle is serviced at 14-day intervals in a special bay by trained mechanics, a particularly interesting aspect of which is the use of a B.E.N. Saga grease gun. This



Mr. Howard Marshall (left) is in charge of the export section; Mr. Trevor Marshall here supervises alterations to the power house.

enables the vehicles to be greased when they are fully loaded, no other type of equipment employed experimentally having given the same advantage. A high-pressure jet of air is initially discharged from the gun, and this lifts the shackle from the pin as well as blowing out any dirt that may be present. A shot of grease is injected into the shackle in the wake of the air jet.

Drivers are issued with a defects sheet and immediate action is taken to remedy any reported defect by the staff of seven mechanics in the workshop. Major overhauls are authorized "as required," engine replacements being in the main decided by increases in fuel and oil consumption. No major overhauls are performed on the premises, replacement units being supplied by local distributors. Only one grade of lubricating oil is employed summer and winter, the lubricant being of the detergent type. Vehicle sumps are filled or replenished with the aid of a Balz trolley tank equipped with a flexible feed pipe. The use of this tank is highly commended on the score that it obviates contamination of the sump oil when filling.

Long Tyre Life

Tyre maintenance is supervised by the Nottingham Tyre Service, whose staff make a detailed inspection of all covers during the week-end and ensure that inflation pressures are correct and twinned-tyres are accurately matched. This is combined with checks of wear and defects, and the value of the service may be judged by the long life of the tyres. Up to 70,000 miles is obtained in the case of the trunking vehicles, and the tyres of tipping vehicles sometimes operate more than 60,000 miles before replacement. Dunlop tyres represent about 60-70 per cent. of the total, the remainder comprising a number of makes which are being used experimentally.

Accurate costing is regarded as an all-important requirement, and profit-and-loss accounts are prepared monthly, as well as quarterly and annually. The recent introduction of a Burroughs Sensimatic typewriter accounting machine has enabled the overall output of the accounts department to be substantially increased without adding to the staff, and the more detailed information obtainable promises to be an important factor in policy making. Records are prepared covering running-cost details of each vehicle in the fleet, warehouse operations, maintenance work and all routine aspects of fleet organization. Costing is also applied to vehicles according to type, group and service.

The unit method of documentation is employed which enables a six-part set of traffic notes to be prepared without the use of carbon paper. This represents a valuable time-saving practice.

Ingots by Road Save Heat



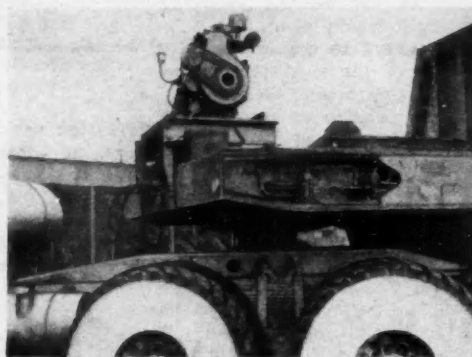
Atkinson-Dyson Artic Carries "Red-hot" 50 Tons

DESIGNED to transport an ingot load of 50 tons, a special articulated outfit with an insulated container has been used experimentally at the Corby works of Stewarts and Lloyds, Ltd., Northants, to facilitate the transfer of ingots, which generate a temperature of over 1,000 degrees C., from furnace to soaking pits.

Although the use of road vehicles for ingot transport on a commercial scale could not be co-ordinated with the existing rail system, the project has substantiated the suitability of a fleet of such vehicles as the normal means of transport, given that the works were reorganized accordingly. If this were done, three or more vehicles would be employed on a regular shuttle service between the two plants, with a total mileage of 7,000-8,000 a year.

Reduced Heat Loss

As shown by the results of the experiment, road transport would afford a reduction in transfer time and would substantially reduce heat loss. Transported by rail, the ingots are transferred to the soaking-pit area in the original moulds and heat loss represents a serious wastage. Stripped



(Above) The structure of the insulated container is clearly seen in this picture of the vehicle, used by Stewarts and Lloyds, Ltd., for the transfer of ingots. (Left) The front end of the trailer, showing controls for the air-motor operation of the top doors, the turn-table, the auxiliary motor and part of the air tank.

at the Open Hearth plant before loading, ingots carried in the container can be maintained at a very high temperature for several hours.

Hauled by an Atkinson 6 x 4 tractor, the ingot carrier is based on a Dyson twin-bogie-type trailer built to the specification of the steel company's technicians. The gross laden weight of the vehicle is about 120 tons, and although restricted to a maximum speed of 15 m.p.h. in the works, the outfit has been tested with a full load up to speeds of 25 m.p.h.

Underslung Container

The underslung hopper-type ingot container, supplied by Hardy Martin, Ltd., is 16 ft. long and 10 ft. wide and is lined with a layer of 4½-in. insulating brick and 9 in. of refractory

brickwork, whilst the two trapezoidal-shaped sliding covers are lined with refractory concrete. The 5-ton ingots are loaded in five pairs, each ingot resting against one of the container sides. A heat-insulating shield is located at each end of the container part of the unit.

Air Motors

Because of the intense heat radiated by the ingots when they are being loaded, air motors are employed in place of the hydraulic type for opening and closing the rail-mounted covers. The Broomwade reversible motors are of the type normally used for hoisting and operate the covers by means of a chain mechanism in both cases.

Air Supply

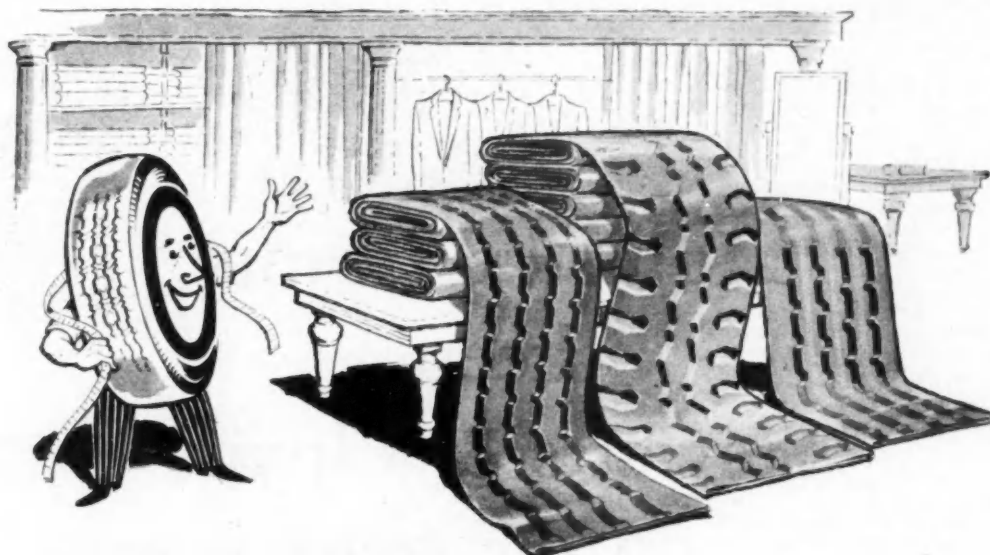
Air is supplied by twin Tu-Flo engine-driven compressors having a combined output of 19 cu. ft. per min. at 2,000 r.p.m. and the air supply is augmented by a Westinghouse auxiliary compressor on the trailer driven by a Petter P.H.2 10 b.h.p. diesel engine, controlled from the cab, having an output of 29 cu. ft. per min. The air reservoir is transversely mounted on the tractor.

The tractor is powered by a Cummins NH-6 naturally aspirated six-cylinder oil engine having an output

(Continued on page 89)



A close-up of the rear bogies. The outfit has been tested with full loads up to speeds of 25 m.p.h.



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Anglfloor Mortar Tipping Body

This rear view shows Mr. H. A. Skelton's provisionally patented Anglfloor tipping body as fitted to a Leyland Comet chassis.

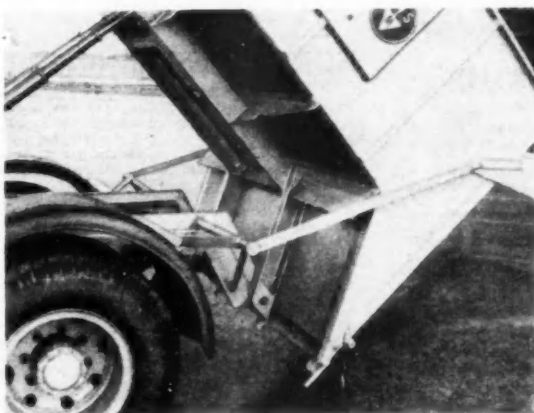


A SPECIAL mortar-carrying tipping body, known as the Anglfloor type, has been provisionally patented by Mr. H. A. Skelton, of Walsgrave-on-Sowe, nr. Coventry, and is fitted to a Leyland Comet chassis for operation under contract to Lime-Sand Mortar (Southern) Ltd., Meriden. The body was built by Mr. T. Skelton and is designed to give a controlled rate of discharge and to eliminate splash. It can also be used for other types of semi-solid material.

Features of the body include a dropped-frame extension, in which the pivots are located, and a self-opening tailboard, which opens progressively as the body is tipped. After the release of a manually operated locking mechanism, the tailboard opens a distance of about 6 in., and approximately $\frac{1}{2}$ ton of material

is discharged freely down the sloping face of the extension. This forms a "cushion" for the remainder of the material, and the tailboard acts as a guide and a shield. With the body in the fully tipped position, the tailboard is horizontal and does not contact the material during movement.

The hinged and slotted tail-board control is clearly seen in this close-up of the Anglfloor body.



Ingots By Road (contd.)

of 212 b.h.p. at 2,100 r.p.m. and a maximum torque rating of 580 lb.-ft. Torque is transmitted through a fluid flywheel coupled by a Layrub-jointed jack shaft to a Self-Changing Gears RV.38 five-speed air-operated gearbox, and thence to a Kirkstall Forge double-drive bogie with double-reduction axles, each of the axles being equipped with two epicyclic reduction gears outriggered from the differential. Gearbox ratios comprise a first gear of 6.32 to 1, a second gear of 4.28 to 1, a third gear of 2.426 to 1, a fourth gear of 1.59 to 1 and a top gear of 1 to 1. Final drive ratio is 6 to 1.

Steering Servo

A Clayton Dewandre air-pressure-operated steering servo is fitted, and this feature combined with easy gear changing is a valuable aid to manoeuvrability and exact location of the vehicle in confined spaces. Both tractor and trailer are fitted with an air-pressure braking system of the same make.

Tractor and trailer bogies are equipped with Dunlop 14.00-24 (22-ply) covers, whilst the front wheels of the tractor carry Dunlop 12.00-20 (14-ply) tyres. Conventional leaf springs are employed for the tractor front axle, and the bogie suspension is of the trunnion-mounted leaf-spring type.

Each trailer bogie comprises a swinging beam with trunnion ends on which are mounted in-line-type wheel carriers. This arrangement provides a notably "good ride" for the ingots over rough and uneven ground—an important consideration on this type of work.

Overall Length 54 ft.

Main dimensions of the outfit include a tractor length of 22 ft. and a trailer length of 41 ft., the combined length being 54 ft. The overall width is 12 ft. 6 in. and the height of the main frame is 6 ft. 11 in. Longitudinal chassis members are of 11 in. \times 3 in. channel-section of $\frac{1}{2}$ -in. gauge. Details of equipment include a fifth-wheel type tractor-trailer coupling and manually operated support jacks.

Capacity of the air reservoir is 29 cu. ft.

The vehicle is lubricated throughout with Mobiloil products, an S.A.E. 10W/30 multigrade oil, Delvac Special, being used for the engine and gearbox, a multi-purpose S.A.E. 90 gear oil, G-X90, for the rear axles and a multi-purpose grease, Mobilgrease MP, for the chassis. This standardization of lubricant is in accord with Stewarts and Lloyds' general policy relating to road vehicles. Under the supervision of the Mobiloil company, a single grade of engine oil is employed for all cars and commercial vehicles operated by the concern, whilst one grade of axle oil and one grade of grease are universally applied to every vehicle that is operated in their fleet.

Expansion Trends in Haulage

B Licences for 51 Vehs. Sought by Tipper Operators

AND B licence applications to replace contract A licences loom large this week, led by 28 tipper operators in the Western area who seek B licences for 51 vehicles to carry for English China Clays, Ltd., and their subsidiary and associated companies.

Midland Haulage, Ltd., in the North West, seek 11 vehicles on A licence, eight from B licence and three from contract A; G. Brown and Son, in Scotland, apply for two A vehicles from contract; and there are contract-to-public A applications also in the Western and West Midland areas.

Other important applications include: Gomm's Commercial Motors, Ltd., Cardiff, 14 vans to A licence; Oswald Transport, Ltd., Ayr, eight articles to A licence; Magnor Transport, Ltd., seven vans on a new A licence; and R. Durham and Sons, Ltd., four eight-wheeled tippers to A licence.

Hull and Glasgow Road Carriers, Ltd., and William McLucas and Son, South Queensferry, were both granted two additional A vehicles in place of contracts.

SCOTTISH (NORTH)

Applications

SN 4/2/1.—**Black Isle (Transport), Ltd.**, Dingwall, new A lic. 1 veh. (80 H.R. G.B. to replace special A veh. (3½)).

SN 4/2/2.—**Alibons Transport (Contracts), Ltd.**, Dundee, A var. add 13 arts. (81) in place of 13 veh. (68½).

SN 4/2/3.—**James McE. Seibie, Kinellar**, new B lic. 2 veh. (7½) and

SN 4/2/4.—**George P. Smart, Alford**, new B lic. 3 veh. (11). Conditions for all 5 vehs.: agric. goods for the Capital Lime Co., Ltd., throughout Scotland; shipborne coal discharged by Capital Lime Co., Ltd., at Inverness, Burchard, Peterhead and Arbroath, within 40 miles of these ports, as required. Now on contract A lic.

Decisions

SN 26/11/2.—**W. and J. Clark, Aberdeen**, new A lic. refused.

SN 10/12/4.—**A. and W. Watson, Auckinblac**, A var. add 1 veh. refused.

SN 24/12/2.—**Kelmanns of Turrie, A var.** add 2 veh. granted. N.U. Midlands and North West England deleted and fish meal restricted to—for Splitters, Ltd., to Birkenhead.

SN 29/10/1.—**South Wynd Garage Co., Auchtermuchty**, A var. withdrawn.

SN 10/12/6.—**Williamsons and Son, Maskinch**, new B lic. 1 veh. refused.

SCOTTISH (SOUTH)

Applications

SS 4/2/1.—**Morris Borthwick, Edinburgh**, new A lic. 2 veh. (50). All classes of goods, mostly electrical, within United Kingdom.

SS 4/2/2.—**Andrew Johnston Transport, Ltd.**, Helensburgh, new A lic. 1 veh. (70). Marine equipment, plant, building mats; Dunbartonshire, Argyllshire, Stirlingshire and Midlothian and destinations as required.

SS 4/2/3.—**George Brown and Son, Galston**, new A lic. 2 veh. (70). Mainly goods for James Laidlaw and Sons, Ltd., with return loads as required. Now on contract A lic.

SS 4/2/4.—**Oswald Transport, Ltd., Ayr**, A var. add 8 arts. (640). Mainly stampings and machinery between S.W. Scotland and Manchester, Birmingham and London, also within Scottish Traffic Area.

SS 4/2/5.—**Turnbull Transport and Packing Co., Ltd., Glasgow**, A var. add 1 veh. (1½). Collection and delivery of goods for applicants trunk services within 25 miles.

SS 4/2/6.—**T. and S. Transport, Edinburgh**, new B lic. 1 veh. (11). G.g. within 25 miles.

B34

SS 4/2/7.—**D. W. Watson and Son, Ltd., Loanhead**, new B lic. 6 veh. (21½). Coal, road and building mats, within 20 miles.

SS 4/2/8.—**William Smith and Son, Hamilton**, B var. 1 veh. (3½). Goods (excluding livestock and household removals) within 75 miles.

Decisions

SS 12/11/6.—**Anderson and Co., Glasgow**, B lic. 1 veh. granted.

SS 15/10/1.—**W. McLucas and Son, South Queensferry**, A var. add 2 veh. from contract A lic. granted.

NORTHERN

Applications

N 7/2/1.—**A.S.H. Transport, Ltd., Gateshead**, A var. add 2 T. (6½).

N 7/2/2.—**R. Durham and Sons, Ltd., Haverton Hill**, A var. add 4 T. (30).

N 7/2/3.—**J. Croker, West Hartlepool**, new B lic. 1 veh. (41) road and building mats, for Tarmac Roadstone, Ltd., and associated companies in Northern traffic area. Now on contract A lic.

N 7/2/4.—**Border Plant Hire, Ltd., Whitehaven**, new B lic. 29 T. and vans (59) 2 tris. (5½) goods for Border Engineering Contractors, Ltd., as required. 1 art. (11 7½) low-ldr., carriage of plant, machinery and equipment within 15 miles; goods for B.E.C., Ltd., as required. Now on B and C lic. of B.E.C., Ltd.

N 7/2/5.—**H. Thompson, Haverton Hill**, B var. add 1 T. (3½) road and building mats, plant, construction engineers mats, within 50 miles; other goods 20 miles. Now on contract A lic.

NORTH WESTERN

Applications

NW 3/2/1.—**Midway Haulage, Ltd., Golborne**, new A lic. 11 veh. (27½), human and animal food within 100 miles. If granted B lic. renewal app. withdrawn. Three vehs. now on contract A lic.

NW 3/2/2.—**Crosshallow, Ltd., Liverpool**, new B lic. 2 veh. (5½), packages and parcels for Shipping Services, Ltd.; mainly Yorkshire, Midlands, Nottingham, Northamptonshire, as required.

NW 3/2/3.—**D. M. Turner, Preston**, new B lic. 2 veh. (4½). Agric. and industrial goods; G.B.

NW 3/2/4.—**A. Garvide and Son, Rochdale**, new B lic. 1 veh. (3), card clothing for A. Duckworth and Sons, Ltd., within 25 miles; welded goods for Dale Welding Co., within 15 miles; electrical goods for Milnes and Longbottom, Ltd., within 5 miles; furniture and household effects 6 miles; building plant and mats. 25 miles; goods for Oldham Tyre Cord Co. and Standard Mill, Rochdale, 50 miles and to and from Kendal. Now on contract A lic.

NW 3/2/5.—**J. Hall, Helsby**, B var. add 1 veh. (40) goods for Bowaters Fibre Containers, Ltd., Bowaters Multi Wall Sacks, Ltd.; Bowaters, Ltd.; between Bowaters factories within 60 miles.

YORKSHIRE

Decisions

Y 9/11/2.—**G. F. Reed, South Cave**, new A lic. 1 veh. granted—switch from East Midlands.

Y 9/11/11.—**Sam Allon (Hull), Ltd.**, B var. add 2 veh. granted.

Y 9/11/12.—**H. Falkingham, Hull**, B var. add 2 veh. granted.

Y 9/11/14.—**Walker's, Preston**, B var. add 4 veh. granted.

Y 7/12/3.—**Arrow Bulk Carriers, Ltd., Hull**, A var. add 1 tanker, granted.

Y 7/12/4.—**Hull and Glasgow Road Carriers, Ltd.**, A var. add 2 veh. from contract A lic. granted.

Y 7/12/5.—**Hunters of Hull (Transport and Warehousing), Ltd.**, A var. add 1 veh. granted.

EAST MIDLAND

Applications

EM 8/2/1.—**J. H. Pezz, Ltd., Mansfield**, A var. add 1 veh. (11 17).

EM 8/2/2.—**N. Clixby, Kirtton Lindsey**, new B lic. 2 veh. (6t 18c) agric. produce and requisites within 100 miles, now on contract A lic.

EM 8/2/3.—**J. R. Brumpton, Newark**, new B lic. 3 veh. (110 sand and gravel within 50 miles. One veh. now on contract A lic.

CONTRACTIONS: add, additional; agric., agricultural; art., articulated unit; c, cwt.; g.g., general goods; G.B., Great Britain; ind., indivisible; lic., licence; low-ldr., low-loader; mats., materials; N.U., normal user; S.T., special type; t, tons; T., tipper; srl., trailer; var., variation; wh., wheels.

EM 8/2/4.—**Red Lion Concrete and Transport Co., Ltd., Alford**, B var. add 2 veh. (13t 6c) ready-mixed concrete within 30 miles, and elsewhere as required.

EM 8/2/5.—**George Davis (Haulage), Ltd., Nottingham**, B var. add 5 veh. (20t 19s) building and road mats, for Wirksworth Quarries and Highways Construction, Ltd.; any distance; and for Bestwood Sand Co., Ltd., Wetheren Bros., Ltd., and North Midland Contractors and Supply Co., within 100 miles; other building and road mats, 40 miles; other goods 30 miles. Opencast coal as required. Now on C lic.

Decisions

EM 2/11/1.—**C. P. Marshall (Transport), Ltd., Scunthorpe**, A var. add 1 veh. refused. B var. add 1 veh. granted. Potatoes, Lincolnshire, Yorkshire and Lancashire added to conditions.

EM 30/11/9.—**J. S. Walker (Hauliers), Ltd., Nottingham**, B var. add 1 veh. granted.

WEST MIDLAND

Applications

WM 9/2/1.—**L. M. Hughes, Ironbridge**, new A lic. 1 veh. (3½), mainly metals, building mats, and scrap; Lancashire, Cheshire, Midlands, London and South Wales.

WM 9/2/2.—**Webb Bros. (Contractors, Bilston), Ltd.**, A var. add 2 vehs. (10t), mainly steel for Stewart and Lloyds, Ltd., within 15 miles; machinery and steel for Cementation, Ltd., within 30 miles; castings for Bilston Foundries, Ltd., as required. Now on contract A lic.

WM 9/2/3.—**J. Shuck, King's Heath**, new B lic. 1 veh. (1½) towing of caravans to seaside resorts.

WM 9/2/4.—**C. G. Richards, Sutton**, new B lic. 1 veh. (3½) canned goods, Herefordshire, Wales and London area; return loads for London Brick Co., Ltd., Wales to London area.

WM 9/2/5.—**T. Splers, Warwick**, new B lic. 1 veh. (5½) cont. (2) livestock for H. J. Rowley and J. Lidgate. Now on contract A lic.

Decisions

WM 17/11/3.—**T. A. Barnwell and Sons, Preston Wynne**, B var. add 1 veh. granted.

WM 1/12/4.—**B. M. Cole, Monmouth**, new B lic. 1 veh. granted, livestock—60 miles.

WM 1/12/9.—**K. W. Bailey, St. Neonards**, new B lic. 1 veh. granted, bulk lime and slag for Coteswold Lime and Limestone, Ltd., and West Midland Farmers Assoc., within 100 miles.

WM 10/11/14.—**J. Edwards, Nesscliffe**, new B lic. 1 veh. refused.

SOUTH WALES

Applications

SW 8/2/1.—**Gomm's Commercial Motors, Ltd., Cardiff**, A var. (a) delete 3 vans (9½) add 3 vans (11½) (b) add 2 vans (7½) g.g. mainly foodstuffs from applicant's warehouse—South Wales. (c) add 12 vans (43½) mainly cake and confectionery. If (c) granted 8 veh. (27½) deleted from C lic. Avana Associated Bakeries, Ltd.

SW 8/2/2.—**Gwynne Bowen (Transport), Ltd., Gorseinon**, A var. add 5 veh. (35½) steel and steel products, tinplates, aluminium, conductors and scrap metal; England and Wales. B var. add 5 T. (25t) road and building mats, and coal within 25 miles.

SW 8/2/3.—**J. R. Davis, Milford Haven**, new B lic. 1 T. (30) all goods G.B.

Decisions

SW 2/11/4.—**Abernant Transport (Rhigo), Ltd.**, A var. add 1 veh. adjourned.

SW 14/12/1.—**Evans and Richards, Llanelly**, A var. add 4 arts. and 1 rigid, goods for Llanelly Steel (1907), Ltd.; granted.

SW 14/12/2.—**Morfa Transport Co., Ltd., Llanelly**, A var. 5 arts. granted.

SW 16/11/4.—**R. C. Hobbs and Son, Carmarthen**, A var. add 1 veh. granted—parcels delivery deleted from N.U.

SW 5/10/3.—**A. D. Howells, Haverfordwest**, new B lic. 1 veh. granted, caravan towing within 10 miles and to St. David's Peninsula and Fishguard.

SW 2/11/1.—**J. E. and H. G. Jenkins, Boncath**, A var. add 2 veh. granted.

SW 2/11/8.—**D. M. Simons, Cardiff**, B var. add 3 veh. withdrawn.

SW 21/9/6.—**W. A. Calder, Splott**, new B lic. 1 veh. withdrawn.

SW 2/11/3.—G. S. John, Pontypridd, A var. 1 veh., granted, cables, switchgear and engineering mats.; for Aberdare Holdings, Ltd.; Aberdare Cables, Ltd.; South Wales Switchgear, Ltd.; and Aberdare Engineering, Ltd., G.B.

SW 2/11/2.—G. Phillips, Newport, A var. add 1 veh., granted, steel and aluminium deleted from N.U.

SW 11/1/1.—E. C. Ward, Monmouth, new A lic. refused.

SW 11/1/9.—Lion Farmhit, Ltd., Abergavenny, new B lic. 1 veh. granted, goods for associated companies, any distance.

EASTERN

Applications

E 6/2/1.—S. Neal, Ltd., Sutton Bridge, new A lic. 2 vehs. (8½t) refrigerated containers (4½t), mainly goods requiring transport in refrigerated containers; East Coast, Midlands and London areas.

E 6/2/2.—J. A. Tribe, Isle of Ely, A var. add 1 veh. (4t).

E 6/2/3.—A. and H. Willsmore, Southend-on-Sea, A var. add 1 veh. (4½t).

E 6/2/4.—R. H. Argent, Wethersfield, new B lic. 1 veh. (2½t), agric. produce and requisites, and livestock within 50 miles.

E 6/2/5.—Prime Godfrey's Sons, Ltd., Swavesey, B var. 1 veh. (3½t), collection and delivery of goods for licensee's trunk services within 30 miles.

WESTERN

Applications

W 7/2/1.—Amesbury Transport, Ltd., A var. add 6 veh. (19½t) mainly agric. goods and requisites, and provisions; normally within 150 miles; other goods within 30 miles. Now on B lic.

W 7/2/2.—C. A. Hes, Bristol, A var. add 1 art. (5½t) mainly agric. requisites, building mats., metal drums, metals and goods for Showers of Shepton Mallet, normally within 200 miles.

W 7/2/3.—Parcel Delivery Service, Ltd., Cheltenham, A var. add 2 arts. (13t), mainly goods for Neata Products (Cheltenham), Ltd.; mainly Northern England and Scotland. 1 art. now on contract A lic.

W 7/2/4.—R. G. Morcor (Transport), Ltd., Tregoney, A var. add 1 T. (7t 16c), mainly stone, clay, and tin; Midlands and South Wales.

The following 28 applicants seek B licences for 51 vehicles at present on contract A licence, to carry "Goods for English China Clays, Ltd., its subsidiary and associated companies, within 100 miles":

W 7/2/5.—L. G. Adams, Barnstaple, 1 T. (3½t) new B lic.

W 7/2/6.—D. E. Symons, Bodmin, 5 T. (16t 2c) new B lic.

W 7/2/7.—J. E. Grose, Buckshead, 1 T. (4t) new B lic.

W 7/2/8.—H. Allan, Foxhole, 4 T. (12t 2c) new B lic.

W 7/2/9.—R. G. Hawke, Polgooth, 2 T. (7t) new B lic.

W 7/2/10.—W. H. Durant, St. Austell, 1 T. (4½t) new B lic.

W 7/2/11.—R. P. N. Loosley, St. Austell, 1 T. (3½t) new B lic.

W 7/2/12.—Kestle and Read, Stenalees, 1 T. (3t 4c) new B lic.

W 7/2/13.—E. K. Grose, Buckshead, add 2 T. (7t 17c) B var.

W 7/2/14.—M. C. Haulage, Ltd., Bugle, add 2 T. (7t 16c) B var.

W 7/2/15.—F. Tucker, Exeter, add 5 T. (21½t) B var. on contract to The Western Quarry Sales, Ltd.

W 7/2/16.—E. Hooper, Fraddon, add 1 T. (3t) B var.

W 7/2/17.—J. W. Hyne, Loddiswell, add 2 T. (7t 4c) B var. on contract to Western Quarry Sales, Ltd., and South Hams Quarry and Concrete Co., Ltd.

W 7/2/18.—G. Julian, Nanpean, add 1 T. (3t 11c) B var.

W 7/2/19.—F. G. M. and T. J. Stoneman, Nanpean, 3 T. (9t 11c) B var.

W 7/2/20.—R. D. May, Polgooth, add 1 T. (3t 16c) B var.

W 7/2/21.—C. Trethewey, Roche, add 1 T. (2t 19c) B var.

W 7/2/22.—G. Truscott, Roche, add 1 T. (3t 19c) B var.

W 7/2/23.—S. Allen, St. Austell, add 1 T. (3t 19c) B var.

W 7/2/24.—N. J. Grose, St. Austell, add 1 T. (3½t) B var.

W 7/2/25.—W. H. Grose, St. Austell, add 1 T. (3t 18c) B var.

W 7/2/26.—P. Matthews, St. Austell, add 2 T. (5t 9c) B var.

W 7/2/27.—A. J. Kent, St. Dennis, add 1 T. (3t 17c) B var.

W 7/2/28.—H. V. J. Rawlins, St. Mawgan, add 1 T. (2t 16c) B var.

W 7/2/29.—S. W. L. Screech, Saltash, add 1 T. (4t 4c) B var. on contract to Hoare Bros., Ltd.

W 7/2/30.—A. H. White, Stenalees, add 2 T. (6½t) B var.

W 7/2/31.—A. R. Haddy and Son, Ltd., Tideford, add 2 vehs. (7t 1c) B var.

W 7/2/32.—A. J. Deebie and Son, Upton Cross, add 4 T. (11t 14c) B var. on contract to Hoare Bros., Ltd.

All above, except where otherwise stated, on contract to English Clays Lovering Pochin and Co., Ltd.

W 7/2/33.—Berrow Sands Caravan Park, new B lic. 1 veh. (1t 2c). Caravan towing, United Kingdom.

W 7/2/34.—W. E. A. Rogers, Plymouth, new B lic. 1 veh. (3½t) g.g. within 50 miles and to Devon, Dorset and Cornwall.

Decisions

W 6/12/5.—Edwards Transport (Lydbrook), Ltd., A var. 1 veh. granted.

W 13/12/5.—Edwards Transport (Lydbrook), Ltd., A var. add 7 vehs. from West Midlands, refused.

W 8/11/8.—R. McLindsay, Lydiard Millicent, A var. 1 veh. granted.

W 8/11/4.—J. T. Carpenter and Sons, Crudwell, A var. withdrawn, B var. conditions granted.

W 20/12/6.—J. Parsons (Glos), Ltd., new B lic. 11 vehs. from contract A lic. granted.

W 20/12/5.—Unilever, Ltd., Bristol, new B lic. 4 vehs. granted.

METROPOLITAN

Applications

M 8/2/1.—E. J. Lyons, Enfield, new A lic. 1 veh. (3½t) goods, mainly ferrous and non-ferrous metals, within 250 miles.

M 8/2/2.—Mayne * Transport, Ltd., Edgware, new A lic. 7 vans (13t 18c) mainly musical instruments and associated goods, G.B.

M 8/2/3.—S. A. Flint, Ltd., W.C.2, A var. add 2 veh. (8t) fruit and vegetables, England and Wales, B var. add 2 veh. (7t) fruit, vegetables from London Docks, railheads and Tilbury to markets and railheads within 25 miles of Covent Garden.

M 8/2/4.—C. Madgwick and Son, Guildford, A var. add 2 veh. (6t 12c) general haulage including farm and market garden produce; London, Surrey, Bournemouth, Southampton and Home Counties.

M 8/2/5.—E. R. Taylor (Transport), Ltd., E.12, A var. add 2 veh. (4½t) g.g. within 100 miles.

M 8/2/6.—C. E. White, Hayes, A var. add 1 T. (4t) building and road plant and mats., machinery and steel; within 100 miles.

M 8/2/7.—M.T.D., Ltd., S.W.11, new B lic. 1 van (1t 14c) furniture and g.g. 150 miles.

M 8/2/8.—G. E. Cloke, Ltd., N.W.10, B var. add 3 T. (12½t). Bulk solid fuel within 40 miles.

Decisions

M 9/11/10.—P. F. Legnon, Forest Gate, new B lic. 1 veh. refused.

M 9/11/4.—W. W. Tull, new A lic. 1 veh. refused.

M 9/11/9.—Industrial Interior Suppliers, Ltd., Lower Morden, new B lic. 2 veh. withdrawn.

M 9/11/11.—J. Lyons and Co., Ltd., W.C.2, new B lic., long-dist. app. withdrawn. 3 veh. (9½t) for local delivery granted.

16/11/1.—H. O. Baker and B. Henning, Kingston-upon-Thames, new A lic. 1 veh. withdrawn.

M 16/11/2.—A. E. Jones, E.17, new A and B lic. 2 vehs. withdrawn.

M 26/10/3.—F. V. Carroll and Son, Ltd., Isleworth, A var. add 1 veh. refused.

M 26/10/3.—F. V. Carroll and Son, Ltd., Isleworth, A var. add 1 veh. refused.

M 26/10/3.—F. V. Carroll and Son, Ltd., Isleworth, A var. add 1 veh. refused.

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Registrations Drop Back

November Figures

THE rising trend in registrations of new commercial vehicles, which started last September and continued through the following month was, however, not maintained in the month of November. The total for November was 23,709 registrations, 228 less than in the previous month and 8,510 less than the highest monthly total of 31,219, which was attained in March.

The total of new goods vehicles registered in January-November at 209,818, however, was 32,810 higher than in the comparable period of 1959, 49,480 more than for 1958, and 79,324 greater than in the same period of 1957.

In the first 11 months of 1960 the

NEW REGISTRATIONS—NOVEMBER, 1960

Type	Petrol	Oil	Electric	Nov.	Jan.-Nov.
Hackneys ..	40	385	—	425	5,949
Goods:					
Agricultural ..	381	160	3	544	5,257
Showmen's ..	—	—	—	—	6
Local Authorities (watering and cleansing)	1	13	—	14	173
Tower wagons ..	5	5	1	11	83
Other goods ..	12,795	5,838	165	18,798	204,299
Total Goods ..	13,182	6,016	169	19,367	209,818
Exempt vehicles	1,244	350	89	1,683	14,631
Tractors ..	—	56	—	56	587
Agricultural engines (£2 class) ..	40	2,125	13	2,178	40,491
Grand Totals ..	14,506	9,032	272	23,709	271,476

number of new commercial vehicles on the road were at a significantly higher figure than for the whole of 1959—271,476 compared with 258,100. Details appear in the accompanying table.

The aggregate figure for all vehicles,

including cars and motorcycles, registered during November was 81,852, bringing the total for the year up to 1,303,711. At the end of last September there were nearly 9½m. vehicles on the roads of Great Britain.

Planning for Profit

A Commer 15-cwt. chassis forms the basis of this Smith's Fishvendor mobile fish shop, operated by Modern Fisheries, 24 High Street, Wellington, Somerset. The equipment includes a Thermowell hot-water wash basin unit, and a Carrifreeze refrigerated cabinet for storing fresh fish. A self-service sundries cabinet is provided.



Keep Depreciation in Perspective

THE total expenditure involved in operating a commercial vehicle can be conveniently segregated into five items of standing costs (licences, wages, rent and rates, insurance and interest), and five running costs (fuel, lubricants, tyres, maintenance and depreciation). As I emphasized last week, however, it must always be remembered that these 10 items remain interrelative. Otherwise disappointment could arise as the result of the experience of effecting economy in one item, only to find subsequent increases in cost elsewhere.

Depreciation and maintenance are two such items which are closely rated to each other, and, to some extent, with interest on the initial capital outlay. Inquiries are often received from readers indicating that they are proposing entering into haulage or passenger operation with a used vehicle which they have purchased—or, more prudently, which they are considering purchasing—at what they consider to be a modest price. Because of this low initial outlay they then make the unfortunate mistake of believing that they would be in a more favourable position, economically, than their competitors operating more modern fleets, to the extent that they would be able to offer customers more attractive rates.

There are two fallacies in this attitude. As already explained, costs are interrelated and experienced operators would be well aware that even if there were a saving by the adoption of this policy in respect of depreciation and interest charges, there would inevitably be a substantial addition to the average cost of maintenance as applied to more modern vehicles.

THE second fallacy is that any apparent saving on depreciation costs would be conditional on unlikely circumstances. When the costing of commercial vehicle operation is undertaken there is an implied assumption—generally accepted but seldom stated—that continuity of the transport undertaking or department is intended. Whilst it is necessary to make estimations of the probable life of a vehicle in terms of mileage or years, it would only be in exceptional circumstances where the life of the undertaking had similarly to be estimated or alternatively was known to be of comparatively short duration. An example of this last situation could be where vehicles are purchased specifically for a short-term civil engineering contract.

In the vast majority of cases this would not apply and it would be the transport operator's responsibility to continue to provide, and possibly expand, whatever services he had organized. It therefore follows that replacement of vehicles is an inherent factor to be taken into consideration when calculating operating costs. The method adopted in this series of articles and in "The Commercial Motor Tables of Operating Costs" for calculating depreciation is on a mileage basis. The mileage chosen for a quantity-produced 7-tonner, for example, is 150,000 as the probable economical life of this particular type of vehicle. In order to obtain the depreciation cost per mile, the cost of the original set of tyres is first deducted from

Policies Offering Substantial Economies in One Item of Operating Cost Can Prove Ill-Advised if the Effect on Other Expenditure is Ignored

the initial price of the vehicle. A further deduction is then made in respect of the ultimate residual value and the balance then divided by 150,000 to give the required cost per mile.

In practice, where an operator did in fact commence with a new 7-tonner and maintained an accurate costing system, he would transfer at weekly or other regular intervals the appropriate accumulation of depreciation costs, relative to the mileage run, to a sinking fund. It would follow, therefore, at the half-way stage, namely 75,000 miles, that he would have accumulated in the sinking fund half the balance to be written off.

Consider now the position of a newcomer to haulage who expected to reduce his operating cost by purchasing a used vehicle. Assuming it was just such a 7-tonner which had already run 75,000 miles. It could be that the price he paid would be approximately half the original cost. Superficially it would seem that, by calculating depreciation in a similar manner as before, but commencing with the new and lower initial price, the depreciation cost per mile would be lower.

Two replacement policies would generally be available to this type of operator. If he had no ambition eventually to own and operate a fleet of new vehicles, he could continue to purchase vehicles half-way through their useful life. Where this policy did in fact apply it will be obvious that the balance to be written off as depreciation—albeit a smaller amount than would apply to a new vehicle—would then have to be divided by 75,000 and not 150,000 miles. The resulting depreciation cost per mile would then be similar to that applying to a new vehicle. No advantage, therefore, would be derived by way of a lower depreciation cost per mile through operating a used vehicle purchased at a price lower, relative to mileage run, than the initial cost when new.

Alternatively, if the newcomer purchased a used vehicle initially only as an interim measure until such time as he could afford to obtain a new vehicle, he would be compelled to set aside even larger amounts than the operator of a new vehicle. He would, in fact, have to provide an additional sum equal to the amount which would already have accrued in the sinking fund of the original operator from the time the vehicle was purchased new until it was sold to the newcomer.

It is also significant that the largest operators with experience and costings appropriate to their size not only prefer to operate new and modern fleets but have, of recent years, increasingly adopted policies of even more frequent replacement. Complete

(Continued on page 93)



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ALTERNATIVE DEPRECIATION CALCULATIONS
Relative to a 15-cwt. Van (With Oil Engine)

MILEAGE			METHOD (Pence per Mile)			
Per Week	Per 50-Week Year	Per Five Years	A Mileage (75,000)	B Time (Five Years)	C Mileage and Time	D "C.M."
100	5,000	25,000	1.64	4.91	3.28	1.97
200	10,000	50,000	1.64	2.45	2.04	1.80
300	15,000	75,000	1.64	1.64	1.64	1.64
400	20,000	100,000	1.64	1.23	1.43	1.64
500	25,000	125,000	1.64	0.98	1.32	1.64

and accurate statistics are proving that when such a policy is applied, not only is there little or no increase in operating costs, but there is the positive advantage of greater earning capacity of the vehicle because of its increased availability for service.

I now propose to give an example of the effect of alternative methods of calculating depreciation as applied to a 15-cwt. van, fitted with oil engine. The variation will be relative to the adoption of time or mileage as a basis of calculation. No attempt will be made to adjust the cost of depreciation year by year, or at other intervals, relative to the decreasing value of the vehicle. Whilst this may be necessary for purposes other than obtaining the operating costs of the vehicle, so as to determine the assets of a business at any given time, the introduction of this variation can only result in further complication to little or no purpose when applied to the actual operation of a vehicle. It would obviously be unrealistic to quote charges, for example, varying according to the age of the vehicle provided for the customer, quite apart from the restrictions it would impose on the flexibility of traffic arrangements.

THE first of the five items of standing costs of this 15-cwt. van, namely licences, would amount to £20 per annum, the equivalent of 8s. a week on the basis of a 50-week year. This allows for two weeks a year when the vehicle may be off the road for major repair or driver's holidays. The total cost of wages will be reckoned at £9 14s. 8d. This includes additions to the basic wage applicable to an adult driver in Grade I areas as laid down by the Road Haulage Wage Regulations R.H.(70) to allow for National Health and voluntary employers' liability insurance contributions. An adjustment has also been made to allow for two weeks' holiday with pay.

Rent and rates in respect of garaging the vehicle are nominally assessed at 7s. 8d., whilst vehicle insurance is reckoned a further 9s. 7d. a week. This latter figure is inclusive of the recent increases in commercial vehicle premiums. With an initial cost of £630, interest charged at a nominal rate of 3 per cent. would cost 7s. 6d. a week, giving a total standing cost of £11 7s. 5d. a week. Where the miles per week run averaged 400 the standing cost per mile would be 6.82d. Correspondingly at 200 miles a week the cost would be 13.64d. and at 100 miles a week 27.29d. per mile.

Although remarkable economies have been reported by operators of 15-cwt. vans fitted with oil engines, it will be assumed that in this instance the average rate of fuel consumption is conservatively estimated at 33 m.p.g. With fuel purchased in bulk at 3s. 10½d. per gallon, the resulting fuel cost per mile will be 1.41d. Lubricants add 0.20d. per mile and tyres 0.43d. This latter calculation is made on the basis of an expected mileage life of 20,000 from a set costing £45.

Maintenance is calculated to cost 0.84d. per mile and depreciation 1.64d. A mileage life of 75,000 is assumed for this 15-cwt. van whilst the method of calculating depreciation is as already described. The total for these five items of running costs is thus 4.52d., giving a total operating cost of 11.34d.

In contrast to the corresponding calculation of the standing cost per mile at 100 and 200 miles a week, respectively, it is necessary to make adjustments to the separate costs of maintenance and depreciation before determining the appropriate running cost per mile. Because some of the maintenance tasks, such as washing and greasing, are generally undertaken weekly or at other regular time intervals, the maintenance cost per mile increases at lower average mileages a week. For the sake of simplicity, however, such adjustments are made in "The Commercial Motor Tables of Operating Costs" only within

the limits of the lower ranges of weekly mileage.

At 200 miles a week the maintenance cost of this 15-cwt. van is therefore estimated to be 1.20d. increasing to 1.70d. at 100 miles per week. Although, as already explained, depreciation is basically calculated relative to mileage, it is appreciated that when the average mileage is particularly low some allowance must be made for possible obsolescence. The depreciation cost per mile in this instance is therefore adjusted to 1.80d. per mile at 200 miles a week and 1.97d. at 100 miles a week. The addition of these adjustments gives a total running cost per mile of 5.04d. at 200 miles a week and 5.71d. at 100 miles a week. Added to the appropriate standing costs, the total operating cost per mile is thus 18.68d. at 200 miles a week and 33.00d. at 100 miles a week, compared with 11.34d. per mile as already calculated when averaging 400 miles a week.

In the accompanying table the variation in mileages is, for convenience, set out alternatively per week, per 50-week year and per five years. The weekly mileages range from 100 to 500 in steps of 100. The results obtained from alternative methods of calculating depreciation are then shown.

BASED on the estimated mileage life of 75,000 for this 15-cwt. van, the depreciation cost per mile as shown in column A is given without any adjustment. It will be seen that if the original estimate of 75,000 miles as the vehicle life is in fact adhered to, then the van will have to be operated for 15 years when the weekly mileage averages only 100. Whilst this may well be achieved in some instances, the attractiveness of the van, as well as other factors, may make the operation of this vehicle over such a period of time impracticable. As a result some adjustment to the basic calculation of 1.64d. per mile would be advisable when the mileage was exceptionally low.

If, however, depreciation is calculated on a time basis—and in this instance a period of five years is accepted—wide variation in the resulting cost per mile is obtained. Thus at 100 miles a week the cost of depreciation per mile is more than five times the corresponding cost when the vehicle averages 500 miles a week. At 300 miles a week the cost per mile, when calculated on a time basis, coincides with the amount obtained when a similar calculation is made on a mileage basis. This situation arises because the mileage run, when averaging 300 miles a week, over a period of five years happens to be the same as the basic estimated mileage of the van, namely 75,000.

The cost shown in column B appropriate to weekly averages of 400 and 500 miles could only be obtained if the original basic estimated mileage life of the vehicle (75,000) proved too conservative, since over the chosen five year period 100,000 and 120,000 miles respectively would then have been run.

Some operators prefer to halve the amount to be written off as depreciation and then calculate the depreciation cost per mile equally on both a time and mileage basis. The results obtained from this method are shown in column C. Although the variation in the cost per mile from 3.28d. at 100 miles a week to 1.32d. at 500 miles a week is substantially less than the corresponding variation in column B, there is still a difference of over 100 per cent. between the maximum and minimum costs.

Under exceptional conditions, when either low or high mileages were run, it must be admitted that any one method of calculating depreciation cannot be appropriate under all circumstances. Nevertheless it is important that a major objective in commercial vehicle costing—namely simplicity—must not be lost sight of. It is for this reason that the method by which the results obtained in column D has been adopted in this series of articles and in "The Commercial Motor Tables of Operating Costs." The depreciation cost is first calculated on a mileage basis appropriate to the type of vehicle—75,000 in the case of this 15-cwt. van. An average weekly mileage appropriate to the category of vehicle is then chosen as a standard below which successive additions of 10 per cent. are made for each mileage group. Thus, in this particular example, 300 miles is taken as a standard weekly average, with 10 per cent. added at 200 miles a week and 20 per cent. at 100 miles a week. Whilst it is agreed that this formula will still not meet every set of circumstances, it is considered to be a fair compromise whilst retaining comparative simplicity in calculation.

S.B.

R 79

Self-energizing Disc Brake

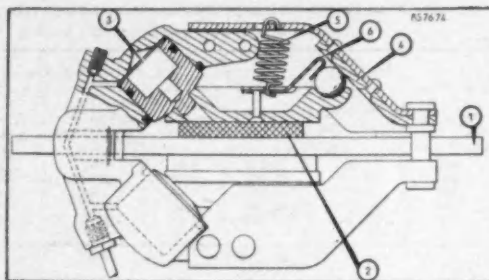
PATENT No. 857,674 discloses a design for a disc brake giving a degree of self-servo action, through motion of the disc. (Automotive Products Co., Ltd., Tachbrook Road, Leamington Spa.)

The drawing, which is a plan view partly in section, shows the disc (1) between friction pads (2), one on each side. The pads are brought into action by hydraulic cylinders (3).

As the cylinders are placed at an angle, each pad is moved obliquely towards the disc, the roller at the end

of the plate bearing on the inclined surface (4) to keep the pad parallel with the disc. On application of the brakes, the drag applied to the pads by clockwise rotation of the discs tends to urge the rollers down the inclined surfaces, and so increase the pressure on the pads.

Helical springs (5) retract the friction pads and smaller leaf-springs (6) keep the rollers in position.

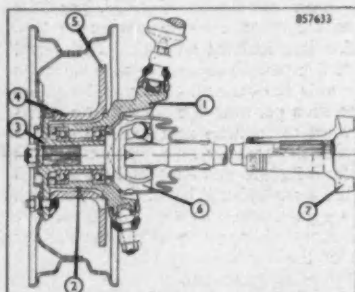


pin (2). The pivot pin is of some length and is supported by a cross-member shown sectioned at 3.

The sole spring employed is a rubber block (4), located between the swinging member and the chassis frame, and surrounded by a box section which, in the event of failure of the rubber, could temporarily support the load. The rubber block is simple to replace; all that has to be done is to remove the single screw (5).

DISC BRAKES ON FRONT-WHEEL DRIVE

DISC brakes used on front-wheel-drive vehicles often have the discs inboard, mounted on the drive shafts. This means that the universal joints have to withstand the high torque of braking. To avoid this is the aim of a new layout shown in patent No. 857,633. (Morris Motors, Ltd., Cowley, Oxford.)



The drawing shows a front hub and its driving mechanism. The steering-swivel bracket (1) is integral with the hollow stub axle (2). The hub (3) runs inside the stub axle on ball bearings and carries an end flange to which the wheel is attached. From the flange extends a tubular portion (4), which is turned outwards to form the brake disc (5). All the braking stresses are thus contained in the hub assembly.

The constant-velocity universal joint (6) is a Rzeppa type, whilst the inboard one (7) is a rubberized Hooke's type. This joint has been covered by an earlier patent numbered 808,807.

AUXILIARY DRIVE ISOLATOR

PATENT No. 857,809 refers to vehicles having auxiliary mechanisms that have to be driven during running. Examples given are concrete mixers and generators, where it is said that the added inertia of the revolving parts interferes with gear-changing when the drive is taken from the vehicle engine. The patent deals with a means of preventing this. (E. Twemlow, J. Mills and Fodens, Ltd., Elworth Works, Sandbach, Cheshire.)

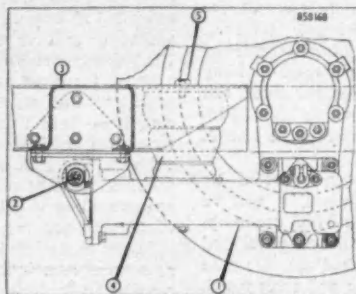
The drawing shows a travelling concrete mixer in which the drum (1) is

rotated while running by a power take-off (2) on the gearbox. It is the inertia of this drive that causes gear-changing troubles, and the remedy adopted is to incorporate a magnetic clutch (3) energized by the vehicle battery.

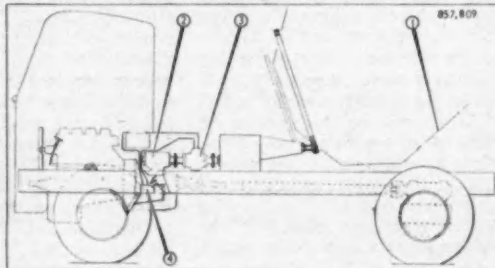
The electric circuit includes a switch (4) operated by the clutch pedal. When the clutch is disengaged, the circuit is broken and the auxiliary drive momentarily disconnected from the gearbox.

ALL-RUBBER SUSPENSION

AN INDEPENDENT suspension system using only rubber for the resilient member is shown in patent No. 858,168. It is intended mainly for the rear wheels of a vehicle having front-wheel drive only. The aim is to permit ample room between the rear wheels so that a low floor can be used. (Dennis Brothers, Ltd., Woodbridge Works, Guildford, Surrey.)



The drawing is a side elevation of one of the suspension assemblies. A stub-axle unit is carried by a swinging L-shaped structure (1) pivoted about the

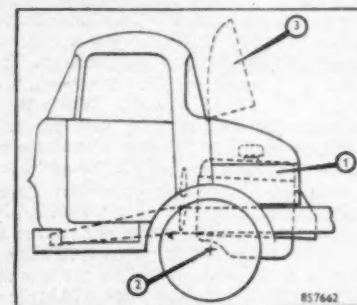


A NEW TYRE

PATENT No. 857,379 discloses new materials for the construction of tyres. The new tyres are said to give much quieter running and a softer ride than those made of conventional rubber. The specification, which is highly technical chemically, comes from the Good-year Tire and Rubber Company, Akron, Ohio, U.S.A.

BONNET BEHIND THE CAB

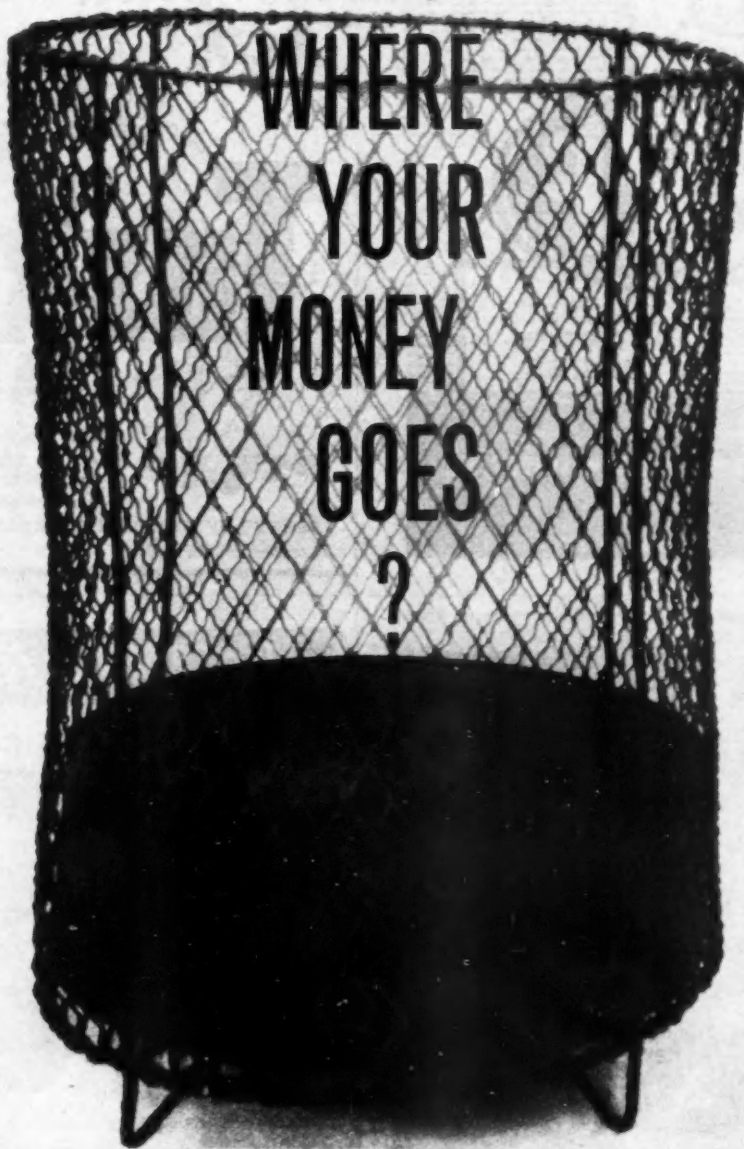
A FORWARD-CONTROL cab in which access to the engine is obtained from behind the cab is described in patent No. 857,662. The main aim is to improve the accessibility. (Vauxhall Motors, Ltd., Luton, Beds.)



Referring to the drawing, it will be seen that the greater part of the engine (1) is behind the front axle (2). The engine cover (3) is hinged at the top to swing upwards and may also carry the sides. Alternatively, the sides may be separate pieces, hinged at the front edge.

An advantage of the scheme is that roadside adjustments to the engine may be made with the driver standing in a safe position well inside the width of the vehicle.

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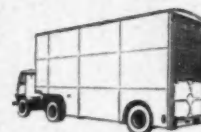
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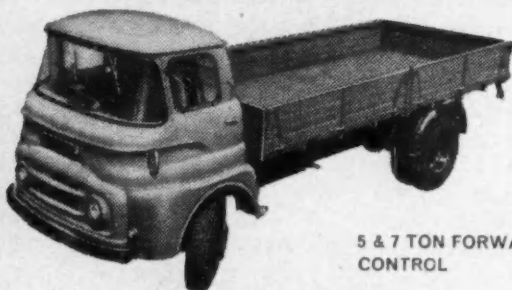
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1954 BEDFORD, diesel 7-ton chassis and cab, £175.

1960, July, BEDFORD 7-ton heavy-duty tipper, 9.00 x 20 tyres, £1,150.

1953 BEDFORD 5-ton P6 long-wheelbase HYD tipper, £185.

HENRY EATON, LTD., 107 Palmerston St., Ancoats, Manchester. Phone, Ardwick 3146. 896-264

E. J. BAKER AND CO. (DORKING), LTD. BEDFORD MAIN DEALERS.

1959 BEDFORD 6-ton short-wheelbase tippers, diesel engines Anthony scars, fixed- and drop-side bodies, choice of several from £825.

1955 BEDFORD 7-ton R6 platform, excellent condition, £400.

55-61 LONDON STREET.

CHERTSEY,

Chertsey 2391. 896-345

BEDFORD diesel 1959 7-ton long-wheelbase, 8-cyl. 2-speed axle, immaculate condition. Phone, Coppermill 4501. 896-349

BEDFORD Model RLHC 4 by 4 chassis and cab, unused delivered 1960, specification: petrol engine, 300-cu.-in. capacity, fin and tube radiator, 12.00 x 20 single tyres, frame side member flitch plates, additional rear cross-members, very heavy-duty bumper and towing hooks (some fitted with new 700-gal. drinking-water tanks), to be sold at reduced prices (these are not Ex M.O.S.)

Hauligo, Ltd., West St., Havant, Hants. 897-9737

1951 BEDFORD artic, P6 engine, pole trailer, perfect, any trial, £300. D. R. Munson, Moor Garage, Filtwick, Bedford. Filtwick 455. 896-9712

Used Goods Vehicles (contd.)

CAPITAL MOTOR CO. LTD.

REMINGTON STREET,
CITY ROAD, LONDON, N.1.
Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

NEW BEDFORDS. 10-ton tractor unit, immediate delivery.
NEW BEDFORD 7-ton forward-control standard tipper, immediate delivery.
NEW BEDFORD TK 3-ton drop-side truck, immediate delivery.
NEW BEDFORD 4-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 5-ton TK 151-in. wheelbase chassis-cab, immediate delivery.
NEW BEDFORD 6-ton TK drop-side truck, immediate delivery.
NEW BEDFORD 7-ton TK 167-in. wheelbase chassis-cab, immediate delivery.
NEW BEDFORD 3-ton normal-control 143-in. wheelbase drop-side truck, immediate delivery.
1958 BEDFORD 5-ton forward-control diesel truck, £575.
FOR immediate delivery of the above new BEDFORDS
PLEASE phone Clerkenwell 7456.
CAPITAL MOTOR CO. LTD., Remington St., City Rd., London, N.1. 896-418

1953-4 Choice of three 7-ton BEDFORDS, Perkins R6 engines, new cabs and service engines fitted, full maintenance particulars on application, £225 each. Phone, Lynn (Cheshire) 169. 897-1934
1955 BEDFORD 7-ton forward-control short-wheelbase U-shape tipper, one owner, well maintained and tired, £240. The Chatham Motor Co., Ltd., Railway St., Chatham, Kent, 41222. 899-139
1954 BEDFORD 7-ton forward-control long-wheelbase drop-side truck, petrol, one owner, well maintained, good tyres, £275. The Chatham Motor Co., Ltd., Railway St., Chatham, Kent, 41222. 896-138
BEDFORD 6-yd. diesel tipper, Anthony house, one owner from new, first registered July, 1958, £495, Greenwell 5708. 896-470
1960 BEDFORD diesel 4-ton forward-control long-wheelbase platform truck, 5,000 miles, £685, Dawson Motors, Ltd., Llewellyn 2582. 896-535

JESSUPS (ROMFORD), LTD.

THE BEDFORD MAIN DEALERS,
FOR YOUR NEW OR USED BEDFORD.
SUBJECT TO REMAINING UNSOLD THE
FOLLOWING

NEW BEDFORDS FOR IMMEDIATE DELIVERY.

10-TON articulated forward-control, 300 diesel, fitted with Scammell coupling gear.
7-TON forward-control extra-long drop-sided truck, 300 diesel, 2-speed axle.
7-TON forward-control standard drop-sided truck, 300 diesel, 2-speed axle, 9.00 x 20 tyres.
5-TON forward-control drop-sided truck, 300 diesel.
4-TON normal-control drop-sided truck, 200 diesel.
7-TON normal-control 7-cu.-yd. double-drop-sided all-steel-bodied tipper, underfloor ram, 9.00 x 20 tyres to rear and spare, calibrated 2-speed axle.

FOR EARLY DELIVERY.

7-TON forward-control 7-cu.-yd. single-drop-sided all-steel-bodied tipper, 300 diesel, underfloor ram, 2-speed axle, 9.00 x 20 tyres to rear and spare (choice of two).
12-TON forward-control 350 diesel articulated, fitted with Scammell coupling gear.
4-TON normal-control 200 diesel chassis and cab, complete with 970-cu.-ft. pneumatic body.
1959 BEDFORD 4-ton normal-control drop-sided diesel truck, 14,000 miles only, £575.

HIRE-PURCHASE FACILITIES AVAILABLE.

JESSUPS (ROMFORD), LTD.

LONDON ROAD, ROMFORD, ESSEX.
Phone, Romford 42424. 896-379

1957 BEDFORD 5-ton long-wheelbase truck, Bedford diesel engine, £435.
1956 BEDFORD 10-cwt. 3-way loader van, in 1959 condition, £325.
1956 September, BEDFORD 7-ton R6 diesel van, 16 ft. 6 in. long with N.S. roller shutter, in exceptional condition, £195.
1955 BEDFORD 5-ton diesel van, 14 ft. 6 in. long with N.S. roller shutter, unmarked condition, £345, Edgware 2572. 896-367
1956 6-wheeler BEDFORD R6 engine, platform body, £500. Hamblins of Rushden, Phone, Rushden 3211, Northamptonshire. 896-454
1955 7-ton BEDFORD, alloy platform, R6 engine, £200. Hamblins of Rushden, Phone, Rushden 3211, Northamptonshire. 896-455
1958 BEDFORD 10-12-cwt., in exceptionally good condition throughout, choice of three from £225. Cavendish Motors, Cavendish Rd., N.W.6, Willesden 0046-8. 896-435
1958 BEDFORD diesel, wood fixed-side body, in clean condition, £999. Parke House Garage, Melton Mowbray, Phone, Melton Mowbray 3722. 896-465
1959 BEDFORD tipper, Bedford diesel engine, 7-cu.-yd. steel body, £765 o.n.o. Inquiries to: The Proprietor, 14 Surrey St., West Bowling, Bradford, 5. 896-1935
1950 BEDFORD B.T.C. articulated platform vehicle, Perkins R6 engine, good condition, £295. Mansfield Autos Ltd., High Rd., Broxbourne, Herts, Hoddeston 4567. 896-158

Used Goods Vehicles (contd.)

Bedford Wanted

BEDFORD ALL TYPES WANTED.
BEDFORDS WANTED FOR CASH.

CHANDLERS MOTORS, LTD.

71 GREENWICH SOUTH STREET,
LONDON S.E.10
Greenwich 2033-4. 897-894

BEDFORDS wanted.

BEDFORDS wanted.

BEDFORDS wanted! Bedford wanted!

WE want Bedford's Trucks, tippers, vans, Lutons, etc. G.T.C. (Commercials) Ltd., 2 Addington Rd., Bow Rd., E.3 Advance 5242-3. 897-754

A BEDFORD for sale! Phone, Hamilton Motors, 466-490 Edgware Rd., London, W.2. Phone, Paddington 0022 (12 lines). Immediate settlement and best prices. 896-330

B.M.C.

B.M.C. 1960 (November) 7-ton short-wheelbase tipper, autofit gear and 11-ft. 6-in. steel tipping body, all accessories, immaculate, 2,000 miles on 3; choice of two. 896-14

ORWALD TILLOTSON, LTD., Summit Works, Burnley. 896-14

B.M.C. 1960 (June) 7-ton tipper, 15-ft. 6-in. steel tipping body, 11-ft. 6-in. steel tipping gear, £950. 896-226

D. EASTWOOD (COMMERCIALS), 27 Aston Rd. North, Birmingham, 6. Ast 3467. 896-226

1960 B.M.C. diesel, 7-ton long-wheelbase truck, very small mileage, clean and well maintained, 18-ft. body, 9.00 x 20 tyres, £850. 896-226

1958 B.M.C. diesel, 7-ton long wheelbase with 22-ft. body, one owner since new, very clean and well maintained, power steering, 2-speed axle, £650. 896-226

ALSO other good B.M.C. vehicles in stock.

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 896-297

1956 B.M.C. forward-control tractor, diesel, SKFED 2-speed axle, Scammell coupling, good tyres, choice of two, £295 each. No part-exchange. J. W. Campion and Sons, Ltd., Lincoln 20241. 896-289

1957 B.M.C. Scammell tractor unit, choice of trailers. 896-542

JACKERBY AND CO., Maybells Farm, Ripple Rd., Barking, Essex. Dominion 5581. 896-542

COMMER

NEW COMMER York 6-wheel alloy 22-cu.-yd. tipper, 9.00 x 20, 5-speed air brakes, suitable grain; coal, etc., delivery this week. 896-112

NEW COMMER 3-ton pick-up truck with drop sides, £583. 896-112

NEW COMMER 4-ton diesel pick-up with fixed sides, latest forward control. 896-112

1958 COMMER 15-cwt. normal-control personnel carrier, petrol, 14,000 miles only, £375. 896-112

1956 COMMER QX petrol 7-tonner, 18 ft., £125. 896-112

1957 COMMER Superpoise 6-ton, P6 diesel, drop side, 5-speed, £375. 896-112

1959 COMMER 8-cwt. EDV, all estate car fittings, £335. 896-112

1960 COMMER 8-yd. Rootes diesel tipper, 9.00 x 20, air brakes, 5-speed, £1,050. 896-112

1954 COMMER 25-cwt. super capacity van, bargain, £90. 896-112

LOWEST H.P. terms. Open Sunday mornings. 896-112

JOHN JORDAN, official COMMER dealers, Manor Garage, Sandy, Beds. Phone 271. 896-48

TS3 diesel tipper, long wheelbase, £475. 896-76

1957 Langley Mill Commercial Vehicles, Ltd., Langley Mill 2623 (Notts). 896-76

HUNTER VEHICLES, LTD.

CROWN WORKS.

290 SOUTHBURY ROAD,
ENFIELD.

1958 COMMER diesel 30-cwt. van, 300 cube, sliding cab doors, tailboard shutter to rear, one owner, excellent condition, choice of three. 896-190

IMMEDIATE DELIVERY.

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

896-190

1953 COMMER 2-3-tonner box van, in mint condition, tyres and mechanical condition fully equal to 1960 shape, fitted very large-capacity body, petrol, £125. Terms, exchange 10 Aspen Close, Orpington, Farnborough, Kent. Farnborough 53010. 896-196

1957 COMMER 7-ton TS3 platform truck, good condition throughout, £695. Arnold 7771. 896-200

1960, September, COMMER TS3 diesel 6-wheel bulk tipper, almost as new, Unipower extension, Edbro twin ram tipping gear, air brakes, 9.00 x 20 tyres, very small mileage, bargain, £1,650. 896-200

1960, September, COMMER TS3 7-ton long-wheelbase truck, very low mileage, air brakes, 9.00 x 20 tyres, almost as new, £1,200. 896-200

RUSH GREEN MOTORS, Langley, Hitchin, Herts, Stevenage 174. 896-310

1960 Model COMMER TS3 diesel 7-ton tipper, 12-ft. drop-side body, 9.00 x 20 tyres, 21,000 miles, perfect, £860. 896-514

A. AND L. VEHICLES SUPPLY CO., 27-41 Gravel Lane, Salford, 7. Phone, Manchester Bla 1511. 896-514

COMMER 1956 TS3 diesel, 18-ft. drop-side body, steel bolter, 9.00 x 20X tyres, 2-speed axle, £550, Phone, Woolwich 0137. 896-401

Used Goods Vehicles (contd.)

1956 COMMER tractor unit, 10-12-ton, Eaton 2-3 axle, reconditioned.

HIRE-PURCHASE, part-exchanges

CANTAY MOTOR WORKS, LTD., 164 Southwark Bridge Rd., S.E.1. Watlington 6162-3. 896-415

A. SPRINGALL LTD.

1959 COMMER 6-wheel drop-side bulk tipper, air bakes, 5-speed gearbox, heater, heavy-duty chassis, new engine, etc., cost £3,250, accept £2,100 o.n.o. 896-410

1959 COMMER 6-wheel Unipower truck, aluminium body, 5-speed gearbox, heater, etc. H.P. arranged. A. Springall, Ltd., Plumstead Common, S.E.18. Woolwich 5313. 896-410

1954 COMMER Q4 5-ton truck, P6 engine, just had complete bottom overhaul, £325. 896-410

1955 COMMER TS1 Mk. III long-wheelbase drop-side truck, 9.00 x 20 tyres, only £250. 896-410

THE STEVENAGE MOTOR CO. LTD., Stevenage 2400. 896-341

1959 COMMER 7-ton long-wheelbase fixed-side coal tipper, Hamblins of Rushden, Phone, Rushden 3211, Northamptonshire. 896-451

Commer Wanted

COMMER Rootes diesel 11-ft. 9-in. wheelbase wanted. Phone, Ealing 7987. 896-535

COMMER Karrier 2-ton truck, low mileage, petrol or diesel, Ewell 3382. 896-539

DENNIS

1953 DENNIS Centaur, diesel tipper, 15-ft. heavy-duty wooden tipping body with drop sides, Edbro 41 N.N. gear, 5-speed box, 2-speed axle, 9.00 x 20 12-ply tyres, good condition throughout, £350. 896-19

D. DAMS AND GIBBON, LTD., Bridge End, Morpeth. Phone 115. 896-19

1952 Twin Steer Max, very good condition, £175. 896-9712

1946 Max, very good condition, any trial £160. D. Munson, Moor Garage, Fitwicks, Bedford, Fitwicks 455. 896-9712

EX-MINISTRY DENNIS Max, reconditioned, £299. Thomas, South St. Garage, Wells, Som. Phone 3193. 896-9657

1947 PAX, aluminium body, excellent condition, ex C-licence owner, high headboard, very suitable for coal or saw, delivers, on 5 at £135. 896-216

VINCENT GREENHOUSE (HILFORD), LTD., 1, Lide Motor Works, Hereford, Phone 2347. 896-216

DODGE

DODGE DISTRIBUTORS

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GLOUCESTERSHIRE, HEREFORDSHIRE,
WILTSHIRE.

H. R. WILSON-SCOTT, LTD.

MONK MEADOW, GLOUCESTER.

Phone, Gloucester 24447-8.

ALWAYS NEW MODELS AND USED VEHICLES IN STOCK.

PART EXCHANGES WELCOMED.

897-830

1960 DODGE 8-ton 20-ft. drop-side, Leyland engine, 11,000 miles only, power steering, 2-speed axle, 9.00 x 20 tyres, £1,650. 896-112

1956 DODGE 14x6 7-ton, 18-ft. platform, new 9.00 x 20, £475. 896-112

LOWEST H.P. exchanges. Open Sunday mornings. 896-112

JOHN JORDAN, Manor Garage, Sandy, Beds. Phone 271. 896-50

GORDON KING MOTORS, LTD., offer— 896-112

1950 DODGE P6 diesel Luton furniture van, 1,000-cu.-ft. body, in primer, very good body, mechanically sound, £150. 896-112

1946 DODGE, similar to above but 4-cylinder petrol engine, also good body but sign-written, £50. 896-112

BOTH these vehicles offered for early clearance. 896-112

MITCHAM LANE, S.W.16. Streatham 3133-4. 896-553

L. A. MITCHELL (MOTORS), LTD.

DODGE DISTRIBUTORS

PERKINS DIESEL DISTRIBUTORS

1958 DODGE diesel 6-ton truck, very good condition, £525. 896-112

1959 DODGE 7-ton long-wheelbase platform truck, Leyland engine, 18,500, 2-speed axle, air brakes, spare moved, £1,250. 896-112

I BALHAM HIGH RD., S.W.12. Phone, Balham 2234. 896-112

1955 DODGE 146 AR6 7-ton drop-side lorry, 18-ft. 6-in. body, 2-speed axle, £375. 896-234

G. ROWBERRY AND SONS, LTD., 264 Oxhill Rd., Handsworth, Birmingham, 21, Northern 3539. 896-234

1958 DODGE 7-ton long-wheelbase bulk body coal tipper, Leyland engine, Eaton axle and power steering. 896-234

COX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone, Wednesbury 0470. 896-242

K.J. MOTORS, LTD., offer— 896-242

1955 Series DODGE, 5-ton 5-cu.-yd. tipper, petrol engine, one owner, £270. 896-242

WIDMORE ROAD, Bromley, Kent. Ravensbourne 1456. 896-349

E.R.F.

1954 E.R.F. 4LK engine, 2-speed axle, 12-ft. drop-side tipper, £360. R. Justice, Winter Close, Underwood, Notts. Phone, Langley Mill 3182; home 3625. 896-89

Used Goods Vehicles (contd.)

E.R.F. 8-ton long-wheelbase twin ram tipper, 4LW, 1948, 6Bays.
D. EASTWOOD (COMMERCIALS), 27 Aston Rd., No. 2, Birmingham, 6. Ast 3467. 896-231

E.R.F. 7-ton 18-ft. platform lorry, 5LW engine, 5-speed gearbox, £195, or H.P. arranged.
HENRY JATON LTD., 107 Palmerston St., Ancoats, Manchester. Phone. Ardwick 3146. 896-262

FODEN

DISMANTLING 1953 FODEN 8-wheel tipper, all parts available. Langley Mill Commercial Vehicles, Ltd. Langley Mill 2623 (Notat). 896-75

1951 Ex-W.D. FODEN 6-wheeler, double-drive flat, 6LW engine, this vehicle is in good condition. 400, R. Justice, Winter Cluses, Underwood, Notts. Phone. Langley Mill 3182; home 3625. 896-88

1946 D.G. FODEN platform, D.D., 6LW, very clean vehicle, £375. D.R. Munson, Moor Garage, Fittwick, Bedford. Fittwick 455. 896-9715

1951 FODEN FG 4-wheeler, 18-ft. platform, Heulage Contractor. Phone. Pontardawe 3167. 898-9765

FODEN DG 8-wheeler, 6LW, low booster, double-drop-side 12-cu.-yd. alloy body, underfloor tipper, brakes, gearbox just overhauled, £500, o.n.o. Crossways Garage, Rothwell, Nr. Leeds. 896-x1947

FORD THAMES AND FORDSON

NEW FORD 5-cwt. vans, choice of colours, £361.

1960 FORD County 6-wheeler, 24-ft. platform, trailing axle, 9.00 x 20, unladen weight 4 tons 16 cwt., low mileage, £1,250.

1960 FORD 6D 7-ton, 18-ft. platform, body rough, £600.

1959 FORD Primrose 6-wheeler, 21-ft. platform, 9.00 x 20, £1,100.

1959 June, FORD 6D Trader, Scammell 25-ft. platform, universal coupling, air brakes, £1,250.

1959 FORD Trader 6D 7-ton 138-in. wheelbase 15-ft. drop-side, heater, flashers, etc., choice of three, £750.

1955 FORD 4D long-wheelbase tipper, recent repaint, well used, £325.

1955 FORD 4D long-wheelbase 16-ft. drop-side, £285.

OFFICIAL FORD dealers.
JOHN JORDAN, Manor Garage, Sandy, Beds. Phone. Sandy 271-2. 896-49

FORD THAMES van, 1957, D4, one owner, heater, very good condition, 35,000 miles, roll-up back, approx. 100 sq. ft., £450 o.n.o., cost new £1,900.

P. J. UNDERHILL Central Garage, Hay-on-Wye. 896-38

1958 FORD Thames Trader tractor units, Scammell couplings, recently replaced by 1963 models, with trailers if required.

APPLY: Harthorn Garages (Nelson), Ltd. Phone. A Nelson 310. 896-9681

1959 Thames Trader 7-ton Anthony Hoist tipper gear, choice of two, guaranteed, £825. Arnold 7771. 896-291

W. HAROLD PERRY LTD.

MAIN FORD DEALERS.

FINCHEY.

1959, December, THAMES Trader 7-ton 6D long-wheelbase platform truck, low mileage, many extras, £975.

1959 THAMES Trader 7-ton 6D 7-cu.-yd. tippers, new Anthony metal bodies and tipping gears, choice of three, £995.

1959 THAMES Trader 5-ton 6D Edbro drop-side metal-body tipper, £825.

1960 THAMES Trader 6D articulated unit, 1,500-cu.-ft. body, mounted on Tasker fifth-wheel trailer, 5,000 miles only, roller shutter and tailboard, many extras, £1,795.

1960 THAMES Trader 7-ton 6D drop-side truck, 8,000 miles, £925.

GOOD selection of Thames and Bedford light vans and 12-cumtainers. Hire-purchase facilities available.

297 BALLARDS LANE, North Finchley.

HILLSIDE 8888.

896-69

1960 Trader, 7-ton, 20-ft. body, 9.00 x 20 tyres, 21,000 miles, immaculate, £901 o.n.o.

1955 Long-wheelbase drop-side FORD 4D truck, £165.

1956 FORD 4D 4-ton, 18-ft. platform, Trader engine, excellent condition, £250. Phone. Cornemill 2446. 896-191

O 1959 FORD Trader, 152-in. chassis and cab, £675. 246 Bromley Rd., Calford, S.E.6. Hither Green 4881. 896-162

HUNTER VEHICLES, LTD.

CROWN WORKS,

290 SOUTHBURY ROAD,

ENFIELD.

1957 Thames chassis-cab, 157-in. wheelbase, 3 tons, 4D engine, 7.00 x 20 N10-ply tyres, one owner, excellent condition.

1957 Trader 4-ton boxvan, 4D engine, 2-way loader, one owner, exceptional condition.

1956 Thames 3-ton boxvan, 4D engine, 2-way loader, one owner, excellent condition.

IMMEDIATE DELIVERY

HIRE-PURCHASE TERMS ARRANGED.

HOWARD 4184.

895-161

1959, October, FORD 6D Trader 7-ton short-wheelbase tipper, new body and gears, 2,800 miles only.

FOX'S MOTORS (HILL TOP), LTD., 127 Hill Top, West Bromwich. Phone. Wednesbury 0470. 896-241

WANTED FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 896-366

Used Goods Vehicles (contd.)

A Selection of used Thames Trader tippers.

NORMAN REEVES (MOTORS), LTD.

215-218 HIGH STREET.

UNBRIDGE, MIDDXX.

Uxbridge 3444.

896-215

ONE 5-ton 6D long-wheelbase truck, 1958, good condition.

LATE 1955 3-ton THAMES 4D drop-side truck, nice condition.

1959 THAMES Trader 6D, 6-cu.-yd. Anthony drop side, on 9.00 x 20, immaculate vehicle.

COMBS SERVICE STATION (FORD Main Dealers), By-pass Rd., Guildford GU29 6LQ. 899-213

1960 THAMES Trader 7-ton long-wheelbase truck, very small mileage, £850.

1960 THAMES Trader 7-yd. tipper, Edbro gear, steel drop-side body, in very nice order, very low mileage, £850.

ALSO several other good Traders in stock. Terms and exchanges.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. 896-307

SPARSHATTS, Millbrook, offer:—

1955 FORD 4D 4-ton, 15-ft. drop-side body, mechanically good, bodywork requires attention, tyres good, new battery required, £185.

1959 FORD Trader 6D 7-ton fitted 16-ft. 6-in. drop-side body, well looked after, excellent condition throughout, £675.

PHONE, Southampton 74947. 896-296

1960 THAMES Trader, 7-ton tipping chassis-cab, 108-in. wheelbase, 9.00 x 20 tyres, flashers, painted green, excellent condition, choice of two, £750 o.n.o.

MARS MOTORS, Upper Richmond Rd., West, S.W.14. Phone. Prospect 2235. 896-312

BENTLEY BROS. (SHEFFIELD), LTD.

VAUXHALL AND BEDFORD MAIN DEALERS.

71 THE WICKER, SHEFFIELD, 3.

Phone 29281.

1959 THAMES Trader short-wheelbase tipper, high side, steel body, excellent condition, £825.

1956 FORDSON Thames 4D engine, meat container body, ready for immediate use, £195. 896-294

FORD sale. Two Ford Trader 7-ton tippers, October, 1958, model. D. Davies and Sons (Transport), Ltd., Llanvael, Llandilo. 896-462

1955 2-ton FORD 4D van, double rear doors, low step-in, ideal door-to-door grocery deliveries, one C-licence owner, very good condition, H.P. arranged to approved applicants. Phone. Bealebyth 7108. 896-400

1958 Trader 6-yd. tipper, 6D diesel, really nice condition, £590.

1958 Trader 6-yd. tipper, 6-cylinder petrol engine, very low mileage, £465.

1955 FORD long-wheelbase tipper, steel drop-side body, reconditioned Pe diesel, new tyres, £1,225, tdware 2572. 896-363

GORDON KING MOTORS, LTD.

FORD AND THAMES DEALERS.

TRADER 4D diesel 3-ton chassis, fitted with 1,250-cu.-ft. low loading Luton body, new and unregistered, ex works for early delivery, £1,220.

TRADER 4D diesel 4-ton low-frame chassis, fitted with 1,250-cu.-ft. body as above, immediate delivery from stock, £1,220.

1959 Thames Trader 7-ton 7-cu.-yd. tipper, Anthony gear, £750.

MITCHAM LANE, S.W.16. Streatham 3133-4. 896-552

1959 THAMES Trader artic. unit, Brockhouse, choice of two, £925.

1960 THAMES Trader artic. unit, fifth-wheel coupling York 24-ft. trailer, £1,550.

1960 THAMES Trader 6-wheel platform, power steering, £2,150.

1960 THAMES Trader artic. unit, S.A.E. coupling, £900, exhibition model.

1958 THAMES Trader 5-ton truck, £525.

1958 THAMES Tsdsh Luton, 900 cu. ft., £700.

1958 THAMES Trader 7-ton chassis-cab, £625, or fitted with platform body, £725.

1957 THAMES Trader 5-ton tipper, £590.

1957 THAMES Trader 5-ton truck, choice of two, £525.

1957 THAMES Trader 4-ton truck, choice of two, £400.

1956 THAMES 4D, 600-cu.-ft. box body, £300.

FRANK G. GATES, LTD., Gates Corner, E.18. Wanstead 6643. 896-436

1957 FORD Trader 5-ton 6D drop-side tipper, 2-speed axle.

CARMO of London, Leighton Rd., London, N.W.5. Gulliver 5555. 896-544

1958 FORD Trader 4D diesel 3-ton boxvan, 35,000 miles, £490. Dawmer Motors, Ltd. Ewell 896-536

Ford Thames and Fordson Wanted

FORDSON THAMES 4D vehicles, trucks, vans and Lutons, 1957 onwards all types. Ferraris of Cricklewood, Ltd., 200-220 Cricklewood Broadway, N.W.2. Gladstone 2234-5-6-7. 896-61

WANTED FORD 4D vans and Perkins, all capacities, from 1955 onwards. Chandlers Motors, Ltd., 71 Greenwich South St., London, S.E.10. Gre 2033-4. 896-366

F.W.D.

S.U. model, fitted with Garwood F.W.D. winch. G. Simons, Pavilion, Caernarvon, N. Wales. Phone 2744 day. 896-x1948

Used Goods Vehicles (contd.)

GUY

1956 GUY 6-wheeled platform lorry, 22-ft. body, 6LW engine, D.B. gearbox, air brakes, in good running order, £750.

RUSH GREEN MOTORS, Langley, Hitchin, Herts. Stevenage 174. 896-308

T.G.B. MOTORS, LTD.

PRIMROSE ENGINEERING WORKS.

WOONE LANE, CLITHEROE.

Phone Clitheroe 785.

IMMEDIATE DELIVERY.

OFFER THE FOLLOWING

NEW VEHICLES.

GUY Otters, 9 ft. 9 in. and 14 ft. 9 in., 4LK engine, 13-ft. wheelbase, B.M.C. engine, 2-speed axle.

GUY Warrior, 9 ft. 15 in., 18-ft., 2-in. wheelbase, fitted with 7.7 A.E.C. engine and 2-speed axle.

GUY Warrior, 13 ft. 9 in., 15 ft. 9 in. and 18 ft. 2 in., fitted 375 Leyland engine, 2-speed axle.

GUY Warrior light 6- and 8-wheelers, 15 ft. 3 in. and 17 ft. 9 in., fitted A.E.C. engine, 2-speed axle.

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OF INVINCIBLE 6- AND 8-WHEELERS, 6LX ENGINE.

ALLOY underframe platforms, Primrose fitted and third axles. Syndromic lubrication system steered, painting, lettering, etc. 896-499

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1955 And 1954 LEYLAND Comet normal-control tippers, 14-ft. 6-in. coal body.

EARLY delivery of new LEYLAND Comets and Super Comets.

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RELIABLE used vehicles in stock.

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SEDDON distributors for Monmouthshire. 896-237

1952 SEDDON Mk. 5 diesel 7-ton 17-ft. drop-sider, excellent condition.

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NEW SEDDON 7-tonner, Comet engine, long-wheelbase chassis and cab.

TERMS or part-exchanges welcomed.

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1950 SEDDON 5-ton long-wheelbase drop-side truck, good tyres, well maintained, service records available, £250.

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1956 SEDDON light-alloy boxvan and cab, P6, 6-7-ton, near-side shutter, tailboard and shutter to rear, plain grey, one owner, excellent condition.

IMMEDIATE DELIVERY.

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SENTINEL 7-ton long-wheelbase platform lorry, reasonable price and part-exchange arranged.

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1955 BEDFORD R6 long-wheelbase tipper, one owner.

1957 BEDFORD R6 7-ton flat.

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THREE MONTHS' GENUINE WARRANTY.

1953 5-ton BEDFORD long-wheelbase tipper, P6, 8450.

1954 BEDFORD 4-ton van, P6, £325.

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1957 6-ton BEDFORD short-wheelbase tipper, 300-in. reconditioned engine, £700.

1957 6-ton BEDFORD short-wheelbase tipper, 300-in., 4650.

1958 E.R.F. Twin Steer, rebuilt, re-registered.

1958 COMMER TS3 long-wheelbase tipper.

1958 BEDFORD 5-ton large-capacity van, petrol, 1125.

1949 DODGE 7-ton long-wheelbase twin-ram tipper, R6, 6375.

1955 BEDFORD 7-ton forward-control long-wheelbase diesel drop-side, fitted with 2-speed axle, 9.00 x 20 12-ply tyres, 3-piece wheels, 6675.

1958 BEDFORD 6-ton forward-control medium-wheelbase diesel tipper, single axle, 8.25 x 12-ply tyres, 3-piece wheels, £725.

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1959 Thames Trader, 7-ton long-wheelbase twin-ram tipper fitted with 900 tyres.

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LTD.

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BEDFORD BEDFORD BEDFORD BEDFORD

WE CAN THOROUGHLY RECOMMEND THE FOLLOWING VEHICLE, CONDITION OF IT BEING ABSOLUTELY FIRST CLASS AND READY FOR IMMEDIATE DELIVERY.

DYSON Low Loader trailer, 14-ft. well, winch and skids, 36 x 8 twin rears, knock-out axle, together with B.M.C. diesel forward-control tractor unit, single-speed rear axle.

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WE ALSO HAVE FOR IMMEDIATE DELIVERY, SUBJECT TO BEING UNSOLD:—

THREE used 20-ft. 10-ton trailers with Scammell attachment, front loading board, in excellent condition.

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1958 BEDFORD 8-ton N/C Scammell 300-cu.-in. diesel tractor units, choice of two, one recently fitted with Service Short Motor, both in very good condition, £495 each.

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1956 BEDFORD 8-ton N/C Perkins P6 Scammell tractor unit, £225.

1958 COMMER TS3 diesel Scammell tractor unit, complete with stabilizer, excellent condition.

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1956 BEDFORD 5-ton long-wheelbase lorry (P4 diesel) with 14-ft. 6-in. body, complete with high loading board, canopy curtains, excellent machine throughout, one owner from new, £425.

EX-W.D. FODEN 6-wheel flat (SLW Gardner), single E drive, £275.

TIPPERS.

1955 COMMER TS3 long-wheelbase tipper, steel body, fitted twin-ram tipping gear, £375.

1957 Two BEDFORD R-type F.C. 4-wheel-drive petrol-engined 7-ton long-wheelbase tippers, with twin-ram tipping gears, U-shaped all-metal bodies, £375 each.

1955 BEDFORD 7-ton short-wheelbase U-shaped bodied tipper, petrol engine, £375 each.

1955 DODGE P6 diesel short-wheelbase tipper, 2-speed axle, 5-speed box, reconditioned engine fitted three months ago.

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1960 BEDFORD 15-cwt. vans, choice of two, £325 each.

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NEW VEHICLES AVAILABLE FOR IMMEDIATE DELIVERY.

DODGE, Model 3207 BSZ chassis-cabs.

DODGE, Model 3165 AZ 6-wheel tippers, complete.

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1960 LEYLAND Comet semi-forward control tipper with 14-ft. 6-in. by 7-ft. 6-in. by 4-ft. high wood and alloy coal body.

1958 LEYLAND Comet forward-control tipper with 15-ft. by 7-ft. 6-in. by 4-ft. 6-in. all-alloy coal body.

1959 COMMER TS3 6-wheel coal tipper, fitted Unipower third axle, 5-speed box, air brakes, 19-ft. coal body.

1959 FORD Trader, 6D engine, tipper with steel body and wood coal extension boards.

1958 COMMER TS3 7-ton platform lorry.

YORK HW2 14-ton platform trailer, 26-ft. long, choice of two.

1959 DODGE 245 Leyland engine, Eaton 2-speed, 14-ft. 6-in. long, steel-body drop-side tipper.

1959 GUY Warrior, 4LW Gardner engine, Eaton 2-speed, steel body and alloy body tippers, choice of two.

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1956 DODGE 145AR6 14-ft. 6-in. long tipper; choice of two.

DEALERS FOR DODGE AND MORRIS COMMERCIALS.

K AND F (COMMERCIALS), LTD.

COLESHILL HOUSE,

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G.T.C. COMMERCIALS, LTD.
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1960 COMMER TS3 diesel trucks, low mileage, choice of two, £900.
1960 June, Thames Trader 7-ton long-wheelbase truck, 18-ft. body, power steering, 9.00 x 20 tyres, 6,500 miles only, £895.
1958 BEDFORD drop-side truck which has done a guaranteed mileage from new of 4,784 miles only, £465.
1957 FORD 4D diesel 5-ton long-wheelbase drop-side truck, one owner, £275.
1955 BEDFORD 5-ton long-wheelbase drop-side truck, £250.
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1950 MAUDSLAY twin steer 6-wheel truck, A.E.C. engine, one C licence owner from new, £275.

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1960 THAMES Trader artic. unit and 25-ft. 12-ton York trailer, one owner, £1,000.
1960 Thames Trader articulated unit, S.A.E. 5th-wheel coupling, £725. (Trailer can be supplied if required.)
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800 CU.-FT. 1954 BEDFORD 3-ton boxvan, separate cab, £275.
700 CU.-FT. 1955 AUSTIN-B.M.C. diesel 3-ton boxvan, separate cab, £250.
600 CU.-FT. 1955 AUSTIN-B.M.C. diesel, 3-ton Luton van, £325.
400 CU.-FT. 1956 FORD 4D diesel, 30-cwt. van, £225.

TIPPERS.

1960 BEDFORD diesel normal-control 7-ton medium-wheelbase tipper, 8-cu.-yd. steel body, choice of two, £895.
1960 AUSTIN B.M.C. diesel 5-ton long-wheelbase tipper, 5,000 miles only, as new, £850.
1956 December, BEDFORD 5-ton long-wheelbase drop-side tipper, wooden body, one C licence owner, £350.
1956 FORD 4D diesel 2-ton short-wheelbase tipper, one very careful owner-driver from new, £260.

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Bow Road is a continuation of the Mile End Road.
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BEDFORD 12-ton tractor unit, fitted with 350-cu.-in. Comet diesel engine and 9.00 x 20 12-ply tyres, £1,620.
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BEDFORD 3-ton long-wheelbase truck, diesel, £932.
BEDFORD TK 5-ton long-wheelbase truck chassis-cab (diesel), fitted with radial tyre equipment, £1,000.
LAND ROVER 88-in. wheelbase (petrol) fitted with hard top, £778.
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BEDFORD 15-cwt. 90-in. wheelbase; also choice of Martin Walter, Kenex and Marshall conversions.

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1958 BEDFORD 15-cwt. van, special large-capacity coachbuilt body, £295.
1958 LAND ROVER, 88-in. wheelbase, petrol, used only for private use, immaculate, £450.
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1952 BEDFORD 8-ton Scammell tractor unit, fitted with Perkins P6 engine, one owner only, £225.

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LEYLAND, ALBION, SCAMMELL
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1957 BEDFORD 5-ton tipper, petrol, 12-ft. steel drop-side body.
1955 BEDFORD 5-ton tipper, 13-ft. 6-in. timber body.
1954 BEDFORD 7-ton tipper, petrol, U-shaped steel body.
1956 BEDFORD 7-ton R6 short-wheelbase forward-control, 11-ft. 6-in. by 4-ft. steel fixed sides.
1955 DODGE 7-ton, R6, 14-ft. by 4-ft. timber fixed sides.
1957 BEDFORD 7-ton, Comet engine, 11-ft. 6-in. by 2-ft. 6-in. timber fixed sides.
1958 DODGE R6 with Boys third axle, 15-ft. 6-in. by 5-ft. timber fixed sides, choice of two.
1955 COMMER TS3 7-ton 13-ft. by 3-ft. timber drop-side.
1955 COMMER Q4, P6, 10-ft. timber drop-side.
1958 FORD Trader H-D 5-ton, 6D engine, 12-ft. steel fixed side.
1954 BEDFORD 7-ton R6 11-ft. 6-in. steel U tipper, timber body.
1951 LEYLAND Comet 90 short-wheelbase tipper, timber body.

PLATFORM.

1958 FORD Trader 7-ton articulator, 22-ft. Carrier trailer.
1957 COMMER TS3, 19-ft. timber drop-side.
1958 B.M.C. 5-ton 14-ft. 3-in. timber flat.
1956 BEDFORD 7-ton R6 16-ft. timber flat.
1956 BEDFORD normal-control 16-ft 6-in. timber flat.
1955 DODGE 6-ton P6 16-ft. timber drop-side.
1957 SEDDON 6-ton, P6, 16-ft. 6-in. timber drop-side body.
1957 BEDFORD tractor unit with 23-ft. Scammell trailer.
1951 FORD Sussex P6 18-ft. 6-in. timber drop-side.
1954 BEDFORD-SCAMMELL tractor unit, 6D engine, choice of two.
1959 LEYLAND Comet Model ECOS-4R, 19-ft. timber platform with hard-top tilt.
1953 THORNKROFT 18-ft. timber double-drop-side.
1953 BEDFORD 5-ton cattle truck, 15-ft. 2-decker.
1958 BEDFORD forward-control 7-ton. G.M.C. engine, 16-ft. 6-in. timber flat.
1954 DODGE 5-ton, P6, 16-ft. 6-in. timber flat.
1954 ATKINSON 7-ton, 18-ft. timber flat.
1951 ATKINSON 6-ton, ALK, 17-ft. timber flat.
1957 BEDFORD 6-ton, 16-ft. timber drop-side.
1959 FORD Trader 7-ton 6D, 18-ft. alloy framed timber flat; choice of two.
1954 FORD Thames 3-ton 4D, 14-ft. 6-in. timber flat.
1957 LEYLAND Comet Model ECOS2/RR Scammell tractor unit.
1960 ALBION Chieftain Model CH3AXL, 19-ft. timber flat; choice of two.

VANS.

1955 BEDFORD 7-ton, 16-ft. 9-in. by 7-ft. 6-in. by 7-ft. 6-in. boxvan body.

TRAILERS.

NEW 12-ton 25-ft. Scammell automatic-coupling semi-trailers available as chassis only, platform or drop-side, 9.00 x 20 (14-ply) tyres, immediate delivery.
ONE new York Model HW2 semi-trailer with Type 6 axle, 25-ft. platform with 24-ft. 6-in. headboard; mounted on 10.00 x 20 Michelin tyres with 19-stud wheels and vertical landing, spare-wheel carrier bolted.

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1949 CROSSLEY 35-seater coach.
1947 BEDFORD 30-seater coach.

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EDBRO and Pilot tipping gears in stock for immediate delivery.

FORD AND SLATER, LTD.,
LEYLAND, ALBION,
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1960 15-cwt. COMMER diesel boxvan, plain blue, heater, passenger seat, spare wheel and tyre, 13,000 miles only.
1958 BEDFORD A-type diesel, 1,500-cu.-ft. Luton van, unladen weight 3 tons 16 cwt.
1954 BEDFORD passenger chassis with pantechinon body, 1,400 cu. ft.
1955 FORD Thames 4D extended wheelbase Luton van, choice of several from 1,400 cu. ft.
1955 AUSTIN 10-cwt. gown van, in excellent order.
1955 November, FORD Thames hydraulic tipper, Anthony hoist, steel body, tip-top condition.
1957 AUSTIN B.M.C. diesel 5-ton long-wheelbase boxvan.
AUSTIN, Ford, Rootes Group.

AVAILABLE for immediate delivery, Ford 15-cwt. van; A Trader 5-ton 6D 1,650-cu.-ft. Luton van; Ford 5-cwt. van.
COMPREHENSIVE stock always held. 896-385

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VAUXHALL AND BEDFORD MAIN DEALERS,
WEST END GARAGE,
CHIPPING SODBURY, BRISTOL.
Chipping Sodbury 2277 (four lines).

YORK trailers. Full range nearly always in stock.
TRADE for: Gloucestershire, Wiltshire, Somerset, Devon and Cornwall.

NEW VEHICLES.

BEDFORD 7-ton J6SCL normal-control, Bedford 300 engine 2-speed, 4-speed, 9.00 x 20 12-ply to rear, 8.25 x 20 12-ply to front, complete with Telechost tipping gear and wood drop-side body, £1,566 10s.
BEDFORD 10-ton KFAI tractor unit, Bedford 300 diesel engine, air brakes, 2-speed, 5-speed, 8.25 x 20 14-ply tyres, £1,345 10s.
BEDFORD 74-ton KGTC8 chassis and cab, complete with Telechost tipping gear and steel body, on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £1,999 9s. 6d.
TASKER new 8-ton semi-low-loader, 18-ft. lower bed, £790.
YORK WIA Scammell 11-ton 25-ft. platform trailer, with 2-ft. headboard, 9.00 x 20 12-ply tyres, spare wheel carrier, £698 4s. 6d.
YORK DW2 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £888 14s.
YORK DW2 12-ton 25-ft. vacuum brake semi-trailer, 2-ft. headboard, £904 5s.
YORK Freightmaster IB4, 26 ft. long, 8 ft. 6 in. high, vacuum brakes, S.A.E. coupling, £1,955 6s. 6d.
BEDFORD 74-ton KGTC8 chassis and cab, complete with Telechost tipping and wood body on 9.00 x 20 12-ply tyres, 2-speed, 4-speed, £1,998 17s. 6d.

LONG WHEELBASE.

B.M.C. 1957 diesel rigid 6-wheeler, platform body, good condition throughout, £750.
BEDFORD 1956 7-ton, Balco extended, 20-ft. platform, Bedford 300 diesel engine, £650.
BEDFORD 1953 5-ton petrol 800-cu.-ft. boxvan, £325.
DODGE 1955 RS 7-ton long-wheelbase drop-side, good tyres, £325.
BEDFORD 1954 3-ton R6 long-wheelbase, £275.
BEDFORD 1954 3-ton A-type boxvan, petrol, £250.
AUSTIN 1952 Loadstar, petrol, 1,200-cu.-ft. pantechinon, £250.
BEDFORD 1956 7-ton petrol long-wheelbase, aluminium platform body with wooden floor, £150.
BEDFORD 1954 7-ton long-wheelbase drop-side, R6 engine, £150.
COMMERCIAL 1955 25-cwt. van, good condition, £150.

SENTINEL, 1955, fitted with Gardner SLW, vertical in the cab, missing prop. shaft, cheap to clear, £400.
Mercury, 1954, 20-ft. platform body, in good condition throughout, £725.

TIPPERS.

A.E.C. Mark II, 1956, Pilot twin underbody gear, wood fixed-side body in exceptionally good condition throughout, ready for immediate hard work.
1949, 4LW Gardner, standard wood body tipper, very careful operator, £750.
1956, long-wheelbase tipper, good condition, suitable for coal or coke, £575.
BEDFORD, 1954, 7-ton R6, U-shaped steel body tipper, good condition, £450.

TRAILERS AND ARTICULATED.

BEDFORD, 1958, 10-ton Scammell tractor unit, 300 diesel, complete with two Scammell 20-ft. platform trailers, one is fitted with bulk grain-carrying body, gravity discharge, all in good condition throughout.
BEDFORD, 1952, R6 diesel Dyson 10-ton semi-low loader, twin oscillating axles, eight wheels in line, fitted with winch and loading ramps, good condition throughout, £850.
FORD Thames Trader 1957 6D tractor unit, no coupling, £650.
FORD Thames Trader 1957 6D tractor unit, S.A.E. coupling, complete with new Tasker 8-ton semi-low-loader, 18-ft. lower bed, £1,450.
FORD Thames Trader 1957, 6D tractor unit, S.A.E. coupling, complete with Tasker low-loading semi-trailer car transport van; this is a drive-in van with workshop accommodation and was designed to carry and service racing cars; has large opening panel at side and doors each side; all in good condition; would make excellent demonstration van, £850. Would sell trailer separately.
BEDFORD, 1954, 5-type tractor unit, R6, no coupling, £300.
1946, Gardner SLW tractor unit, in exceptionally good condition throughout, £475.
ALBION tractor unit, fitted with Meadows 4-cylinder diesel engine, £75.
YORK DW2 12-ton 26-ft. platform trailer with headboard, used a few times only, in absolutely as-new condition, £800.
DYSON 8-ton independent trailer, drop-sides, air brakes, choice of two, these trailers are practically unused, £650 each.
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NEW Coles 10-ton Regis diesel-electric crane, 40-ft. 1 cantilever jib mounted on a 1953 Foden double-drive 8-wheel chassis and cab, £7,750 complete.

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NEW ALBION, medium wheelbase, fitted new gear, 9.00 x 20 tyres, 6-speed box, body to specification.
NEW ALBION, short wheelbase, fitted new gear, body to specification.
NEW ALBION Chieftain tractor with 2-speed axle and Scammell coupling.
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NEW FORD Trader, 160-in. wheelbase, 7½-ton, 9.00 x 20 tyres.
NEW FORD Trader, long wheelbase, Anthony Holst and Edbro.
NEW FORD Trader tractors with fifth-wheel coupling.
NEW BEDFORD short-wheelbase tipper, 6-tonner, drop side.
NEW E.R.F. 4.4 (G), Eaton 2-speed, 20-ft. flat.
NEW ALBION Clydesdale, long wheelbase.
NEW ALBION Caledonian.
NEW LEYLAND 8-wheeler.
NEW BEDFORD TK 7-ton 120-in. wheelbase tippers, steel drop-sided bodies.
NEW TK tractor fitted with Scammell coupling and Leyland Comet engine.

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- NEW** A.E.C. Mustang twin steers.
NEW A.E.C. Mercury Mk. II, 11-ft. 6-in. wheelbase tipper, alloy ash cab.
NEW A.E.C. Mercury Mark II tractors.
NEW A.E.C. Mandator tractors, fitted 11.3 engines.
NEW E.R.F. tractors, LX engine.
NEW FODEN tractor unit with LX engine.
NEW FODEN 8-wheeler, 12-speed box.

USED 8-WHEELERS.

- 1960** GUY Invincible, fitted A.E.C. 7.7, automatic lubrication, single drive, genuine mileage 24,000.
1960 GUY Invincible, fitted with Meadows 6-cylinder.
1959 (Rebuilt) ALBION H.D. 8-wheeler.
1957 GUY 8-wheeler, fitted Meadows engine, choice of two.
1956 ATKINSON, double drive, 24-ft. flat, fitted reconditioned 11.3 engine.
1955 LEYLAND 600 chassis and cab, double drive, £1,200.
1953 A.E.C. Mammoth Major, fitted 27-ft. 6-in. cattle container with sheep racks, 9.6 double drive, £1,200.
1950 ATKINSON, 6LW, double drive, 24-ft. flat.
1950 MAUDSLAY, 6LW, double drive, 24-ft. flat, £650.
1950 SCAMMELL, 6LW, 40 x 8 tyres, £650.

USED 6-WHEELERS.

- 1957** ALBION Reiver, double drive, Albion engine, 23-ft. double-sided body.
1946 ATKINSON, 5LW, 22-ft. 6-in. platform body.

USED 4-WHEELERS.

- 1960** FORD Trader, fitted with drop-sided body, 9.00 x 20 tyres, immaculate, choice of two, £950 each.
1959 FORD Trader, fitted flat platform body, 9.00 x 20 tyres, immaculate condition, £900.
JULY and September, 1959, COMMERCIAL TS3, fitted 9.00 x 20 tyres, 18-ft. bodies, immaculate condition, choice of two.
1957 LEYLAND Comet, fitted 2-speed axle and 20-ft. alloy drop-sided body.
1957 ALBION Clydesdale, Comet engine and Hydrovac brakes, 20-ft. flat.
1955 DODGE, fitted drop-sided body, 18 ft., R6 engine, immaculate condition, £600.
1954 57 SEDDON flats, choice of four, from £300 each.
1954 A.E.C. Monarchs, fitted 20-ft. flats, 7.7 engines, 10.00 x 20 tyres, trailer gear, privately owned by C-licence operator, choice of three.
1954 E.R.F. 5LW, 20-ft. flat, 9.00 x 20 tyres, £675.
1952 A.E.C. Monarch, fitted 20-ft. alloy body, 10.00 x 20 tyres, immaculate, C-licence operator.
1952 TILLING-STEVENS, fitted 1,500-cu.-ft. furniture van.
1950 GUY Otter, 4LK engine, drop-sided body, £350.
1949 MAUDSLAY 7.7, fitted new cab, 20-ft. body, £600.
A Number of 1952 ALBION Chieftain 16-ft. flats.

USED TWIN STEERS.

- 1954** E.R.F. 5LW, 22-ft. flat, £950.
1948 MAUDSLAY 21-ft. flat, £375.

USED TRACTORS.

- AUGUST**, 1952, LEYLAND Comet 90 tractors, 2-speed axles, ex petrol company, choice of two.
1958 BEDFORD-SCAMMELL, fitted 2-speed axle, as new.
1957 DODGE, Perkins P6, Scammell coupling, immaculate condition, £350.
1956 FODEN, 6LW, fitted 12-speed box and power winch.
1956 57 SEDDON, R6, tractors, fitted fifth-wheel coupling, 2-speed axles, C-licence operators.
1953 LEYLAND Comet 90, 2-speed axle, Scammell coupling, £425.
1952 ALBION HD model tractor, fitted new fifth-wheel coupling, £675.
1943 SCAMMELL, 6LW, fitted fifth-wheel coupling.

(Continued in next column)

USED TIPPERS.

- NOVEMBER**, 1959, COMMERCIAL TS3 4-wheeler, fitted with Milshaw double-ramp gear, alloy bodies, 16 ft. long, choice of two; these machines are in immaculate condition throughout.
1957 ALBION Clydesdale, fitted wood coal body.
1957 SEDDON, fitted wood coal body.
1957 BEDFORD R6 long-wheelbase double-ramp tipper.
1954 A.E.C. (rebuilt) 7.7 engine and double drive, fitted alloy tipping body.
1950 A.E.C. Monarchs, fitted new gears and new bodies, ex petrol company; choice of three.
1949 LEYLAND Comet, fitted with new gear; choice of two.
1959 60 B.M.C., fitted power steering, 2-speed axles and alloy bodies, long wheelbase.

USED CATTLE TRUCKS.

- 1954** BEDFORD petrol 7-tonner, fitted with new cattle container, £725.
1953 SEDDON, R6, fitted with new cattle container, 16 ft. 6 in. long.

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- 2,000**-GAL. tank, ex petrol company, Scammell trailer, five compartments, as new.
CARRIMORE trailers, 24 ft., 9.00 x 20 tyres, fifth-wheel coupling and retracting coupling.
23-FT. 12-ton Scammell coupling trailer.
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A Number of 4-wheel trailers from 3 tons to 8 tons.

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- NEW** B.T.C. trailer, 26 ft. long, fifth-wheel coupling, 10.00 x 20 (16-ply) tyres, immediate delivery.
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NEW Scammell trailers, fifth-wheel couplings, 25 ft. 12-tonners.
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- 1960** FORD Trader 6D artic. B.T.C. coupling with 23-ft. 12-ton York trailer, £1,350.
1960 BEDFORD J-type 4-ton Luton van, 1,150-cu.-ft., approximately 4,000 miles, £1,125.
1960 FORD Trader 6D artic., B.T.C. coupling with 23-ft. 12-ton York trailer, 900 miles; this vehicle as new, delivery mileage only, £1,750.
1960 FORD Trader 6D 5-ton Luton van, 1,300-cu.-ft., approximately, £1,150.
1960 FORD Trader short-wheelbase tipper; choice of 10, from £850.
1960 AUSTIN B.M.C. artic., 25-ft. Tasker trailer, £1,350.
1960 FORD Trader 4D 3-ton drop-side truck, 4,000 miles, as new, £650.
1960 FORD Trader 7-ton flat, small mileage; choice of 20, from £825.
1959 BEDFORD S-type 7-ton short-wheelbase diesel tipper, 2-speed axle, £725.
1959 FORD Trader 6D 7-ton medium-wheelbase tipper, steel drop-side, £765.
1959 FORD Trader 6D 7-ton short-wheelbase tipper, choice of 10, from £750.
1959 FORD Trader 6D 7-ton flat; choice of 30, from £725.
1959 FORD Trader 6D, County extension, 6-wheel platform truck, choice of three, each £1,245.
1957 BEDFORD D-type, 300 engine, 8-ton short-wheelbase tipper, complete new wooden drop-side body, £600.

THE UNDERNOTED ARE SPECIALLY REDUCED.

- 1958** DODGE 7-ton long-wheelbase platform lorry, diesel engine, forward control, £450.
1958 FORD 6D 5-ton drop-side truck, £595.
1958 BEDFORD S-type diesel drop-side truck, 300 engine, £525.
1957 BEDFORD 7-ton flat, S type, 300 engine, £475.
1956 MORRIS diesel 30-cwt. van, £200.
1956 May, AUSTIN B.M.C. 5-ton long-wheelbase flat, £375.
1956 FORD short-wheelbase wooden-bodied tipper, P6 engine, £175.
1956 AUSTIN 20-ft. flat, petrol engine, 2-speed axle, £250.
1956 B.M.C. 7-ton flat, 5.1-litre diesel engine, £375.
1955 November, FORD 4D 30-cwt. diesel van, standard body, £150.
1954 DODGE long-wheelbase drop-side truck, R6 engine, £195.
1952 AUSTIN van, diesel engine, 900-cu.-ft. capacity, £125.

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- NEW** DODGE 8-ton twin steer, Leyland engine, 15-ft. hydraulic tipper.
NEW DODGE 8-ton hydraulic tipper, new Perkins engine, immediate delivery.
NEW DODGE-YORK 18-ft. tipper, Leyland engine, immediate delivery.
1958 ALBION Reiver 22-ft. drop-side truck, Leyland engine.
1955 LEYLAND Octopus 24-ft. flat.
1955 ATKINSON 8-wheel 24-ft. flat, 9.6 A.E.C. engine.
1953 ATKINSON 6-wheel 24-ft. flat, Gardner.
1949 A.E.C. 8-wheel 24-ft. flat.
1956 SEDDON articulator, fitted 5LW engine and 22-ft. van body, fifth-wheel couplings.
1954 A.E.C. 8-wheel tipper, 18-ft. alloy body, 9.6 engine, 14-ft. hydraulic tipping trailer, clean condition.
1956 LEYLAND Octopus 8-wheel tipper, 23-ft. new steel body.
1955 LEYLAND Octopus 8-wheel tipper, recently fitted works engine, brakes retimed, reconditioned body, very sound, choice of two.
1953 FODEN 8-wheel tipper, Gardner 23-ft. new steel body, resprayed.
1946 ATKINSON 8-wheel double-drop-side tipper.
1952 VULCAN short-wheelbase hydraulic tipper 4LW engine, resprayed.
1954 ATKINSON, 4LW, 15-ft. hydraulic tipper.
1956 BEDFORD long-wheelbase 5-ton A-type drop-side truck.
1949 BEDFORD long-wheelbase 5-ton hydraulic tipper, 15-ft. drop-sided body, new P6 engine.
1948 COMMERCIAL, Perkins, 16-ft. drop-sided truck.
1953 DODGE 7-ton, R6, 15-ft. hydraulic tipper, new tyres.
1960 FORD Trader long-wheelbase hydraulic tipper, 20,000 miles.
1958 FORD 7-ton Trader, flat.
FORD Trader 7-ton long-wheelbase hydraulic tipper.
1956 FORD long-wheelbase truck, new engine.
1956 FORD D steel-bodied tipper, very clean.
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NEW 15-cwt. BEDFORD van.
NEW A-type BEDFORD 5-ton cab, complete with seat, special price.
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NEW STANDARD Atlas 10-12cwt. van, extras, pointed, £440.
NEW Thames 5-cwt. van, £371.
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1958 (Late) Thames 10-12-cwt. van, with heater, excellent order, choice of two, from £285.
1957 COMMERCIAL 7-ton diesel tipper, 7-cu.-yd. steel body unwritten, £775.
1957 DODGE, 7-ton diesel tipper, metal bodies, and 2-speed axles, from £650.
1956 Thames 4D 5-ton diesel tipper, 5-cu.-yd. steel body, £160.
1956 DODGE 6-ton short-wheelbase diesel tipper, 6-cu.-yd. body, choice of two from £595.
1953 DODGE 103 P6 tipper, 6-yd. metal body, £375.
1952 Thames 5-ton tipper (diesel), £175.
1948 FORD Thames 10-cwt. pick-up truck, £55.
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1958 BEDFORD 7-ton, Bedford diesel engine, 16-ft. drop-side body, choice of six.
1955 E.R.F. twin steer, 5LW engine, 20-ft. platform body.
1959 GUY Warrior, A.E.C. 7.75 engine, 2-speed axle, 20-ft. alloy platform body.
1950 MAUDSLAY Meritor 8-wheel tipper, double drive.
1959 LEYLAND Super Comet tractor unit, fifth-wheel coupling, air brakes, immaculate condition, choice of two.
1955 ALBION Clydesdale tractor unit, fifth-wheel coupling.
BRISTOL crawler tractor, Model 22, P3 diesel engine, complete with Trak-grips.
1953 E.R.F. twin steer, 5LW, 20-ft. platform body.
1957 ALBION Chieftain, 4-cylinder Albion engine, 17-ft. 6-in. platform body.
1958 A.E.C. Mammoth Major 8-wheeler, 9.6 engine, double drive, 24-ft. platform body.
1959 COMMER TS3, 2-stroke engine, 17-ft. 9-in. drop-side body.
1958 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1948 MAUDSLAY Mogul, 7.7 engine, 18-20-ft. platform body.
CARRIMORE 4-wheel trailer, 16-ft. wood platform body.
1958 SEDDON, 4LW engine, 2-speed axle, 18-ft. body.
1960 (Late) B.M.C. tippers, Autolift gear, 11-ft. 6-in. steel bodies, immaculate, 2,000 miles only.
1959 ALBION Chieftain, 4-cylinder Albion engine, 6-speed gearbox, 18-ft. platform body. Choice of two.
1959 FODEN 6-wheeler, 2-stroke engine, air brakes, 22-ft. 6-in. wood platform body, immaculate.
1959 ALBION Clydesdale tractor unit, Leyland 375 engine, fifth-wheel coupling.
1958 A.E.C. Mercury tractor unit, 7.75 engine.
1959 GUY light 8-wheeler, 7.75 engine, 2-speed axle, 24-ft. platform body.
1959 ALBION Clydesdale, Albion engine, 24-ft. platform body, choice of two.
1960 B.M.C. tractor unit, 6-cylinder diesel engine, fifth-wheel coupling.
1956 ALBION Reiver, Leyland 350 engine, double drive, 22-ft. 6-in. platform body.
1953 ATKINSON 8-wheeler, 6LW engine, double drive, 24-ft. platform body.

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1953 BEDFORD 3-ton van, petrol, very tidy and in good working order, £125.
1950 AUSTIN 30-cwt. 3-way loading van, petrol, good order, £65.
1951 AUSTIN 70 pick-up truck, petrol, steel body, suit builder or plumber, £85.
1955 MORRIS 1-ton forward-control van, petrol, excellent mechanically, slight attention needed to body, £135.

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NEW MORRIS (B.M.C. 5.1 diesel) 7-ton 120-in., 150-in., 160-in. wheelbase chassis-cab and platform.
NEW MORRIS (B.M.C. 5.1-litre) 120-in., 150-in. wheelbase 7-ton 4-wheel Milshaw tippers, twin-ram gears, timber or alloy bodywork, from stock.
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1959 BEDFORD SST and J6 (Bedford diesel) 7-ton 4-wheel short-wheelbase tippers.
1959 MORRIS (B.M.C. 5.1-litre) 4-wheel 120-in. wheelbase tractor, fifth-wheel coupler.
1959 MORRIS (B.M.C. 5.1-litre) 7-ton 4-wheel 150-in. tippers, 15-ft. bodies, choice three.
1952 ATKINSON L745 (Gardner 5LW) 7-8-ton 4-wheel tipper, 12-ft. alloy body.
1956 ALBION Reiver 6-wheel double-drive 22-ft. platform truck, Michelin C20, choice two.
1956 55 LEYLAND Octopus (9.8 600 diesel) 16-17-ton 8-wheel double-wheel Pilot twin-ram 14-cu.-yd. timber-metal tippers, choice six.
1952 ATKINSON L745 (Gardner 5LW) 7-8-ton 4-wheel 18-ft. 6-in. platform, 9.00 x 20.
NEW York HW2 14-ton 25-ft. single-axle and DW2 12-ton 25-ft. articulated semi-trailers from stock.

COMPLETE DETAILED LIST AVAILABLE.
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- T**WO E.R.F. articles, 1941 and 1942, 5LW, with 2-ton tipping trailers (near new).
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DODGE 7-ton 1955 drop-side 19-ft. truck, new R6 engine.
TRADER medium-wheelbase tipper, 1959, steel body.
AUSTIN 6 x 4, all spares available.
FULL details on application.

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- NEW** and used B.T.C. 25-ft. 15-ton semi-trailers.
NEW Scammell 12-ton 25-ft. semi-trailers.
NEW GUY Invincible 8-wheeler, chassis and cab, with Gardner 6LX engine, 6-speed gearbox, air brakes, double drive, with 24-ft. 6-in. alloy platform body and hardwood floor.
NEW GUY Invincible 8-wheeler chassis and cab as above, bodywork to your specification.
NEW GUY Warrior light 6-wheeler, A.E.C. engine, air brakes, Eaton 18500 2-speed axle, 24-ft. alloy platform body, unladen weight under 6 tons.
NEW GUY Warrior light 8-wheeler, A.E.C. engine, air brakes on all wheels, with or without 24-ft. alloy bodywork.
NEW GUY Warrior 4-wheeler chassis and cab, A.E.C. engine, air brakes, 10-stud wheels, 18500 2-speed axle, suitable for 21-ft. body.
NEW GUY Invincible tractor unit, Gardner 6LX engine, air brakes, etc., fitted fifth-wheel coupling, available for immediate delivery, with or without new B.T.C. four-in-line 15-ton trailer.
NEW GUY Warrior light 8-wheeler, fitted with tipping gear and body, immediate delivery.
NEW 12-ft. 6-in. and 14-ft. 6-in. all-steel double-drop-side tipper bodies in stock for immediate delivery, suitable for 7-ton Trader, 138-in. and 160-in. chassis gears, supplied and fitted in two days from receipt of chassis, trade supplied.
SINGLE- and twin-ram gears for Ford Trader chassis, supplied and/or fitted.
DELIVERY from stock on all the above.

USED VEHICLES.

- 1960** FORD Trader diesel 7-ton medium-wheelbase tipper, steel body.
1960 FORD Trader 6-wheel flat-platform truck.
1959 FORD Trader 6-wheel flat-platform truck.
1956 October, COMMER 7-ton TS3 diesel tipper, one owner since new, 9.00 x 20 tyres, in good order, £600.
1955 COMMER diesel TS3 12-ton tractor, 2-speed axle, etc., with 24-ft. trailer and fifth-wheel coupling.
1955 AUSTIN 2-3-ton boxvan with B.M.C. diesel engine, in excellent order.

T. J. RICHARDSON AND SONS, L.D.,
100 DUDLEY ROAD EAST, OLDBURY,
BIRMINGHAM.
Broadwell 1840 and 2800. 896-460

Used Goods Vehicles (contd.)

THE MILLBURN ORGANIZATION,
COMMERCIAL-VEHICLE SPECIALISTS.

AUTHORIZED DEALERS.

ALBION, LEYLAND, THAMES TRADER.

IMMEDIATE AND EARLY DELIVERIES.

- NEW** 7-ton 6D long-wheelbase Trader chassis and cab, 9.00 x 20 tyres, other extras.
NEW Trader tractor, Scammell coupling, also one with fifth-wheel attachment.
1958 ALBION FT37, 6-speed gearbox, good order throughout.
1957 ALBION Clydesdale, 20-ft. platform body, Leyland engine fibreglass cab, good tyres, first-class order throughout.
1956 ALBION Reiver, 6-wheel, double-drive axle, 21-ft. 6-in. platform body, immaculate condition throughout.
1956 October, A.E.C. 9.6 Majestic twin steer, air brakes, 21-ft. platform body, good condition.
1956 AUSTIN B.M.C. 7-ton, 2-speed axle, power steering.
1955 LEYLAND Comet 90 hydraulic tipper, fixed sides, alloy 15-cu.-yd. body, good order.
1954 ATKINSON 4LW platform lorry, excellent order.
1953 ALBION Chieftain platform lorry, under 3 tons.
1952 SEDDON P6 tractor with 2-speed axle, Scammell hitch.
1952 E.R.F. Gardner 5LW, 18-ft. platform body, 5-speed gearbox, fitted trailer hook, very fine condition.
1949 MAUDSLAY Meritor, 9.6 A.E.C. engine, 8-wheel double-drive chassis and cab, mechanically good.
1948 SEDDON P6 platform lorry, good order.
1949 LEYLAND Comet platform lorry, ex-brewery, tyres as new, good mechanical and body order.
1948 A.E.C. Matador, 9.6 unit, 18-ft. platform lorry.

WE SOLICIT YOUR INQUIRIES.

ENGINES.

A.E.C. 7.7 from £50 each, Leyland 7.4 complete with gearbox, from £100 each. Leyland 8.6 from £35 each.

N.B.—Next Motor Auction Sale, March 2.

MILLBURN MOTORS (PRESTON), L.D.,

WALMER BRIDGE,

LONGTON, PRESTON, LANCs.

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Phone, Crawley 25475-6-7.

IMMEDIATE DELIVERY.

NEW BEDFORD Utilabrades and Workobuses.

- 1959** Sep'tember, BEDFORD 15-cwt. van, choice of two £15.00 each.
1959 January, BEDFORD 15-cwt. van, £295.
1958 BEDFORD Utilabrade, £375.
1958 14-ton COMMER diesel vans, one owner, choice of several, £275 each.
1958 October, FORD 7-cwt. van, one owner, £285.
1958 August, FORD 7-cwt. van, one owner, £280.
1957 7-ton DODGE diesel tipper, very good condition £700.
1957 BEDFORD Workobus, resprayed, nice condition, £330.
1956 HILLMAN estate car, nice condition, £375. 896-522

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FORD MAIN DEALER.

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55-61 VICTORIA STREET,

BRISTOL, 1.

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USED COMMERCIAL VEHICLES.

ALL REPAINTED AND LETTERED TO SUIT CLIENTS.

- 1959** Trader 30-cwt. diesel truck, 11,000 miles only, £695.
1955 BEDFORD 30-cwt. Luton van, £190.
1954 SEDDON 7-ton diesel long-wheelbase truck, £325.
1958 BEDFORD Utilabrade, grey, excellent vehicle, £325.
SEVERAL others from which to choose.

TERMS. exchanges. Contract hire.

NEW COMMERCIAL VEHICLES.

- 5-7 CWT.** vans, painted and primer.
10-12- And 15-cwt. vans, pick-ups, painted and primer.
THAMES caravan conversions, 4-berth, all accessories.
TImmediate delivery, Kenex Carefree and Martin Walter Dormobiles.
THAMES 2-ton diesel van.
TRADER 6D 7-ton 6-cu.-yd. Anthony tipper.
TRADER 6D 71-ton long-wheelbase chassis-cab.
TRADER 6D artic. chassis-cab.
EARLY deliveries, all models.

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ARLINGTON MOTOR CO. LTD.

OUR REPUTATION IS YOUR GUARANTEE.

SELECTION OF OUR RANGE OF

USED VEHICLES.

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SELECTION of used BEDFORD 10-12- and 15-cwt. vans and personnel carriers, many types.
SELECTION of used Commer and Ford 5- and 7-cwt. vans.

TRUCKS.

- 1955 FORD Thames 4D 5-ton platform.
1957 BEDFORD 6-ton forward-control diesel with 16-ft. double-drop-side body.
1955 BEDFORD 7-ton forward-control diesel with 16-ft. double-drop-side body.

TIPPERS.

- 1957 BEDFORD 7-ton forward-control tipper, petrol.
1958 BEDFORD 6-ton normal-control diesel tipper.

LUTONS.

- 1954 LEYLAND Beaver, fitted with aluminium box-van, very clean condition.
1953 BEDFORD 6-ton normal control diesel with 840-cu.-ft. box body.

ARTICS.

- 1959 BEDFORD 10-ton tractor unit with 23-ft. 10-in. Scammell trailer.
1954 ALBION Chieftain 10-ton tractor with 23-ft. 10-ton wooden trailer.

HEAVY VEHICLES.

- 1955-56 LEYLAND Octopus 8-wheeler platform.
1957 ATKINSON 8-wheeler, 11.3 A.E.C. engine and gearbox, 24-ft. drop-side.

HIGH ROAD.

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SALES DEPARTMENT OPEN UNTIL 5 P.M. SATURDAYS.

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- 1958 COMMER 7-ton drop-side diesel.
1958 BEDFORD caravan.
1954 E.R.F., 6.8, long-wheelbase, 6LW engine.
1957 AUSTIN drop-side truck, 5-ton, forward control, petrol, repainted green.
1960 BEDFORD 10-12-cwt. van, repainted.
1956 DODGE platform.
1955 DODGE 5-ton long-wheelbase platform, alloy body.

BARRETT'S OF CANTERBURY.

28-30 SAINT PETER'S STREET,
Canterbury G161 (10 lines).

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A.E. CONNORTON, LTD.

AUTHORIZED FORD AGENTS.

- NEW Thames 5-cwt. van, list price.
NEW FORD Trader 6D, Balco extension chassis, fitted with 1,500-cu.-ft. Luton body.
NEW FORD 7-ton Trader, fitted with 9.00 x 20, powered steering.
NEW FORD Trader 4D, fitted 1,200-cu.-ft. Luton body.
NEW 5-ton 6D long-wheelbase truck.
1957 AUSTIN 15-cwt. Omnivans, C licence, £235 each.
1955-56 November, ATKINSON 8-wheel platform, 6LW 8-wheel brake, 40 x 8 tyres, £1,300.
1954 4-ton SEDDON, Perkins P4, platform, with winch, £185.
1950 MAUDSLAY twin steer, A.E.C. 7.7 engine, alloy platform body, one owner, C licence, choice of seven, £275.
1950 FODEN FG model 8-wheeler, fitted 6LW Gardner platform body, £350.
1952 ATKINSON 8-wheeler, 6LW, double drive, 24-ft. platform body, 5-speed box, 10.25 tyres, £550.
1957 MORRIS 3-ton boxvan, B.M.C. diesel engine, £290.
SEDDON boxvan, Perkins diesel engine, £115.
1953 BEDFORD 5-ton boxvans, roller shutter sides, alloy bodies, C licence, £165 each.
HIRE-PURCHASE arranged.
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Pollards 2421.

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DISTRIBUTORS FOR E.R.F., SEDDON, GUY.

- BEDFORD 7-tonner 4 x 4, petrol engine, ex M.O.S., in excellent condition.
AUSTIN 3-tonner normal-control 4 x 4, ex M.O.S., in excellent condition.
NEW Eagle 20-25-ton drop-frame low-loading semi-trailer, twin-line air brakes, 20-ft. well, 14.00 x 20 tyres, 4-ton winch, knock-out axle, 10 stock, immediate delivery.
1948 E.R.F. Twin Steer, Gardner 5LW engine, 20-ft. drop-side body, in fair condition.
1954 LEYLAND Octopus, double-drive rear axle, 24-ft. platform body, 9.00 x 20 tyres, in very good condition.
NEW B.M.C. 7-ton 150-in.-wheelbase chassis and cab, in stock, immediate delivery.
1956 ALBION Reiver, Leyland engine, 22-ft. platform body, double drive, 9.00 x 20 tyres, in very good condition.
1950 A.E.C. Monarch, 7.7-litre engine, 20-ft. platform body, 9.00 x 20 tyres, in good condition.
1953 THORNCROFT Sturdy, Gardner 4LK engine, 16-ft. 6-in. drop-side body, in fair condition, £175.
1954 E.R.F. 8-wheeler, Gardner 6LW engine, 24-ft. drop-side body, double drive, 9.00 x 20 tyres, in good condition.
1959 August, FORD Thames 6D boxvan, 20 ft. by 7 ft. by 7 ft., inside measurement, with flat floor, 9.00 x 20 tyres, in very good condition.
1958 FORD Thames 7-ton (win-ram end hydraulic tipper, 16-ft. body with 3-ft. 3-in. drop sides, 9.00 x 20 tyres, in very good condition.
1959 BEDFORD-SCAMMELL 12-ton tractor, Bedford diesel engine, in very good condition.
1956 B.M.C. 7-ton, 16-ft. drop-side body, 2-speed rear axle, 8.25 x 20 tyres, one C-licence owner.

BEECH'S GARAGE (HANLEY), LTD.

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S-un-T. 23038 and 23039. 896-497

C.L. AND H.L. BLUNDELL, LTD.

AUSTIN, DODGE MAIN DEALERS.

NEW VEHICLES.

- AUSTIN 5-ton normal-control chassis-cab, diesel, extras, list price.
AUSTIN short-wheelbase tipper, 9.00 x 20 tyres, 2-speed axle, steel body, list price.
DODGE short-wheelbase tipper, Perkins T-type engine, flashers, list price.

USED VEHICLES.

- 1960 March, AUSTIN 7-ton, platform, 9.00 x 20 tyres, heater, flashers, £890.
1959 AUSTIN short-wheelbase 7-ton tipper, steel body, first-class condition, £750.
1958 COMMER 7-ton, TS3 diesel, air brakes, 9.00 x 20 tyres, 5-speed gearbox, £725.
1957 COMMER 7-ton drop-side, immaculate throughout, £675.
1956 BEDFORD 7-ton drop-side, R6 engine, good condition, £400.
1954 BEDFORD 7-ton petrol truck, fair throughout, £200.
1955 GUY Otter 6-tonner, P6 engine, Eaton 2-speed axle, £315.

CANTERBURY 5476.

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BRITAIN'S FIRST MAIN DEALER.

EARLY DELIVERY OF ALL THAMES MODELS.

NEW 5- AND 6-YD.

TRADER TIPPERS.

USED TRUCKS.

- 1958 FORD Trader 6D 160-in.-wheelbase chassis and cab, £625.
FORDSON articulated unit with 4-in-line 26-ft. trailer.
1958 FORD 6D Trader 7-ton, 16-ft. 6-in. platform body, choice of four, £625.
1957 FORD 6D Trader, 5-yd. Anthony holst tipper, £590.
1957 FORD 6D Trader 5-ton long-wheelbase truck, £650.
1957 FORD 4D 3-ton truck, 11-ft. 6-in. body, £350.
1956 FORD 4D truck, 14-ft. body, £275.
1955 FORD 4-yd. tipper, P6 engine, £225.
1958 BEDFORD 4-yd. tipper with Bedford diesel, £590.
1958 BEDFORD 4-yd. tipper with 4D engine, £590.
1955 DENNIS Pax 5-ton forward-control platform truck, £390.
1953 GUY 5-ton insulated van, P6 diesel, £360.
1953 BEDFORD 10-12-cwt. van, with windows, £110.
1949 FORD 4D tipper with drop-side body, £190.
1955 MORRIS 5-ton truck, £195.
1957 BEDFORD diesel truck, 22-ft. platform body, £650.
1953 LEYLAND Comet platform truck, 9.00 x 20 tyres, 2-speed axle, £350.

PERCY HENDY, LTD.

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THAMES HOUSE, CHANDLERS FORD 2271.

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TILBURY'S (SOTON), LTD.

CENTRAL STATION, BRIDGE ROAD,
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SEDDON DIESEL DISTRIBUTORS.

COMMER-KARRIER MAIN DEALERS (HEAVY).

PART-EXCHANGES AND H.P. TERMS.

- 1957 COMMER TS3, fitted with platform body, 9.00 x 20 tyre equipment, air brakes, one owner, choice of two.
1957 SEDDON diesel Mk. 15, fitted with de luxe cab, double-drop-side body, 9.00 x 20 tyre equipment, modified R6 engine, one owner.
1956 B.M.C. diesel 7-ton, fitted with 17-ft. 6-in. platform body, twin-speed axle, power steering, 9.00 x 20 14-gly tyre equipment.
1956 SEDDON diesel, fitted with platform body, de luxe cab, one C-licence owner, one driver.
1956 SEDDON diesel 6-yd. tipper, 8.25 x 20 tyre equipment, one owner.
1955 SEDDON diesel Mk. 12, fitted with twin-speed axle, heavy David Brown gearbox, 9.00 x 20 tyre equipment, forward control, one C-licence operator.
1955 LEYLAND Comet 90, one owner, fitted 17-ft. 4-in. platform body.
1954 SEDDON diesel Mk. 12, fitted with modified R6 engine, 18-ft. 6-in. platform body, twin-speed axle, 9.00 x 20 tyre equipment, one C-licence owner, good machine.
1953 SEDDON diesel Mk. 5L, fitted with platform body and in good condition.
1952 LEYLAND Comet, fitted with 18-ft. Luton van body, cubic capacity approximately 950, one C-licence owner, very good machine.

ALWAYS IN STOCK DIESEL-PETROL

VEHICLES FROM £100-£200.

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WRAY PARK GARAGES, LTD.

MORRIS DISTRIBUTORS.

REIGATE 2263 (SURREY).

IMMEDIATE OR EARLY DELIVERY ON ALL MODELS.

FOLLOWING MORRIS VEHICLES EX STOCK:—

- 2-TON diesel drop-side truck
7-TON short-wheelbase chassis-cab, power steering, 9.00 x 20 tyres, flashers, heater.
30-CWT. diesel van.
30-CWT. diesel F.G. drop-side truck.

GOOD STOCKS OF

SECOND-HAND VEHICLES

AS BELOW:—

- 1960 Model BEDFORD 25-cwt. pick-up, 8,500 miles only, exceptional, £575.
1959 November, LAND ROVER, long wheelbase, petrol, 14,000 miles, 2-length tilt, heater, flashers, £595.
1958 MORRIS 2-ton van, green, £275.
1959 BEDFORD Utilabake, 14,000 miles, black-blue duo tone, £470.
1956 AUSTIN 5-ton drop-side truck, £275.

896-521

BROADHEAD ASSOCIATES

ACE OF SPADES GARAGE.

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SEVERAL 1959-60 Bedford and Ford Thames tippers.

1952 SEDDON articulated tractor.

1953 SEDDON flat.

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BEDFORD MAIN DEALERS, SCAMMELL DISTRIBUTORS.

BEDFORD TK models in stock for immediate delivery today.

4-TON truck and chassis-cabs.

7-TON extra long truck and chassis-cab.

8-TON tractor SCAMMELL.

10-TON tractor.

BEDFORD J diesels in stock for immediate delivery today.

5-TON extra long chassis-cabs.

35-CWT. vans.

15-CWT. CA builders' truck.

BEDFORD CA van, ex stock, also for delivery now!

USED commercial vehicles.

1954 BEDFORD 7-ton platform with R6 diesel, good 9.00 x 20 tyres, £325.

1955 AUSTIN 5-ton P6 diesel with Marshalls forward-control cab and platform body £250.

1956 BEDFORD 8-yd 7-ton R6 diesel platform truck, in first-class condition, £400.

REMEMBER, for immediate delivery phone Mountview 3451.

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A37

Used Goods Vehicles (contd.)

SPURLING MOTOR BODIES, LTD.
"THE NAME BEHIND THE SALE."
"BUY RIGHT."

- 1959 BEDFORD ice cream van, all accessories, fridge.
1958 BEDFORD 6-ton diesel tipper.
1955 BEDFORD 10-ton diesel tractor.
1956 BEDFORD 5-ton long-wheelbase truck (two).
1955 BEDFORD large capacity boxvan, several.
1958 Thames 7-ton diesel truck.
ALL the above are first-class used vehicles. Demonstrations without obligation.
OTHER makes and types available.
PART-EXCHANGES, hire-purchase.

"BUY SPURLING."
USED VEHICLE INQUIRIES TO:—
303 THE BROADWAY,
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Gls 2727 and 6687-8-9.

Other branches: The Hyde, N.W.9; High Rd., Wembley; High Rd., Chiswick; Watford; Rushmore St., N.1; Vigo Motors, W.10; and Colchester. 896-332

SOUTHERN COUNTIES GARAGES LTD.,
CRAWLEY, SUSSEX.

- AGENTS for Austin, Ford and Standard commercials, a large selection of new and used vans always in stock.
NEW AUSTIN 200 FC 2-ton chassis-cab, 10-ft. 9-in. wheelbase.
NEW AUSTIN 702 FC 7-ton chassis-cab, 120-wheelbase.
1960 May, AUSTIN 702 diesel with 7-cu.-yd. tipping body, also fitted with 9.00 x 20 tyres, cab heater and flashers, 25,000 miles, £1,275.
1955 Thames 3-ton long-wheelbase truck, 4D engine, with illi, one owner, £1,75.
1942 MAUDSLAY 8-wheeled platform diesel truck, recently overhauled, £345.

CRAWLEY 25666 (FIVE LINES). 896-396

- 1954 LEYLAND Comet short-wheelbase tipper, alloy body, repainted.
1958 COMMER TS3 7-ton tipper, air brakes, 9.00 x 20 tyres.
1958 COMMER tractor unit, fifth-wheel coupling, complete with new York 12-ton trailer.
1959 COMMER express delivery van, colour grey.
1951 FODEN 8-wheeler, 6LW, platform, second-hand P6 and 4LW engines for disposal.

NEWCASTLE (STAFFS) MOTOR CO., LTD.,
NEWCASTLE ROAD,
TRENT VALE,
STOKE-ON-TRENT.
Phone, Newcastle (Staffs) 64621-2-3-4-5. 896-501

ATKINSON VEHICLES (SCOTLAND), LTD.,
CARLISLE ROAD,
AIRDRIE 2881-2.

- 1956 ATKINSON tipper, 5LW, under-ram gear, drop-side body.
1954 ATKINSON 6-wheel double-drive tippers (choice of two).
1953 ATKINSON 8-wheel, double drive, 6LW, platform.

DISTRIBUTORS FOR
NORTHERN TRAILER CO., LTD.
NEW tandem 27-ft. trailer, 10.00 x 20 tyres.
NEW 14-ton 25-ft. trailer, 10.00 x 20 tyres. 896-506

LUTON COMMERCIAL MOTORS, LTD.,
DUNSTABLE 64381 (four lines),
BEDFORDSHIRE.

- 1959 Thames 5-cwt. van, in excellent condition, £265.
1959 Thames Trader 7-ton 6D 160-in.-wheelbase chassis-cab, £675.
1955 BEDFORD 7-ton diesel long-wheelbase alloy drop-side truck, £325.
1953 Burlington Regal 35-seater body on 1947 A.E.C. chassis, completely overhauled January, 1961, certificate of fitness until March, 1963, £1,200.
1950 DENNIS Lancet 35-seater coach, recently overhauled, certificate of fitness until August, 1963, £600.

WE ARE THE FORD DISTRIBUTORS SITUATED ON THE A5 IN THE CENTRE OF DUNSTABLE ADJACENT TO THE M1. CALL ON US FOR

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Phone, DUNSTABLE 64381 (four lines). 896-248

Used Goods Vehicles (contd.)

ANCHOR MOTORS.
ROOTES MAIN DEALERS.
Chester 22622.

OFFER FOR IMMEDIATE DELIVERY.

- NEW COMMER 10-ton chassis-cab, TS3 diesel, 11-ft. 9-in. wheelbase. Unipower conversion, for tipping chassis, 9.00 x 20 tyres, 5-speed box.
NEW COMMER 7-ton 13-ft. 6-in. chassis-cab, 5-speed box, air brakes, heater.
NEW COMMER 7-ton 11-ft. 6-in. chassis and cab, TS diesel engine, 9.00 x 20 tyres.
NEW COMMER 7-ton 9-ft. 7-in. tipper, complete TS3 diesel, 9.00 x 20 tyres, 5-speed box, air brakes.
NEW COMMER 6-ton 11-ft. 9-in.-wheelbase chassis-cab, standard tyres, medium diesel engine.
NEW COMMER 11-ton super-capacity van, petrol or diesel engine, in primer.
NEW COMMER 15-cwt. van, high-top vans, bottle hoists, drive-away front ends, choice of petrol or diesel.
NEW COMMER Cobs and Express delivery vans, choice of colours.
NEW KARRIER Bantam 10-ft. 2-in.-wheelbase chassis cab, diesel engine.
NEW KARRIER Bantam 2-ton tipper, complete, petrol engine.

TIPPERS.

- 1956 COMMER TS3 tipper, complete, reconditioned engine, one owner from new, £775.
1954 August, BEDFORD 5-ton short-wheelbase tipper with diesel engine, £325.

ANCHOR MOTORS, CHESTER.
896-117

CAPITAL MOTOR CO., LTD.,

REMINGTON STREET,
CITY ROAD, LONDON, N.1.
Phone, Clerkenwell 7456.

BEDFORD MAIN DEALERS.

- 1959 FORD 15-cwt. Luton van, one owner, excellent condition, £575.
1956 FORD Thames truck, excellent condition, £350.
1955 ALBION 3-4-ton diesel chassis-cab, £275.
1954 AUSTIN 5-ton tipper, £150.
1954 SENTINEL diesel drop-side lorry, 22-ft. body, good condition. 896-417

CHURCH ROAD MOTORS (SOUTHEND-ON-SEA), LTD.,

- NEW FORD Trader Model 75 medium-wheelbase tipper, 7-cu.-yd. Anthony drop-side tipper.
NEW DODGE 7-ton tipper, Anthony 7-cu.-yd. drop-side body.
NEW FORD 15-cwt. pick-up.
NEW FORD 10-12-cwt. pick-up.
NEW FORD 7-cwt.
NEW FORD 5-cwt. van.
1958 BEDFORD 7-ton diesel tipper, 14-cu.-yd. steel body, 2-speed axle, one owner, £775.
1958 BEDFORD 6-ton diesel tipper, one owner, £625.
1955 DODGE 7-ton platform truck, reconditioned throughout, including engine, £650.
1952 BEDFORD 7-ton (petrol) platform truck, £150.
NEW FORD Thames Trader double-drop-side body, list.
IMPERIAL GARAGE, Hadleigh, Essex. Phone 57271 (10 lines). 896-486

COVENTRY AND JEFFS, LTD.,

COMMERCIAL VEHICLE SPECIALISTS,

DISTRIBUTORS FOR

DODGE, SEDDON AND ATKINSONS.

WE OFFER EARLY DELIVERY ON FULL RANGE OF NEW VEHICLES.
COMPREHENSIVE SECOND-HAND LIST AVAILABLE ON REQUEST.

WHY NOT
WRITE, PHONE OR CALL.

STAFFORD STREET,
BEDMINSTER,
BRISTOL, 3. 896-3

USED UNITS.

- 1954 ATKINSON 8-wheeler, 6LW engine, 24-ft. platform.
1953 LEYLAND Comet 90 long-wheelbase, platform, 0350 engine.
1955 SEDDON 5L long-wheelbase, platform, P6 engine.
1957 GUY Warrior tractor chassis, Meadows engine.
1957 GUY Warrior flat. Meadows engine.
1956 57-59 GUY Otter tippers, P6 engines.
1955 B.M.C. long-wheelbase tipper, 6-cylinder diesel engine.
1958 DODGE 146 R6, 19-ft. platform body.

USED UNITS.

WHITTLEFIELD,
BURNLEY, LANCs.
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Used Goods Vehicles (contd.)

DEES OF CROYDON.
CROYDON 6011.

A SELECTION OF OUR USED VEHICLES, MANY COVERED BY A WARRANTY AND ALL IN SOUND ROADWORTHY CONDITION.

- BEDFORD, 1959, October, 7-ton tipper, 300 diesel, 2-speed, £975.
TRADER, 1959, Anthony Hoist drop-side tipper, 6D, £600.
TRADER, 1959, Anthony Hoist drop-side tipper, 6D, £650.
TRADER, 1958, August, 7-ton 160-in. chassis-cab, 9.00 x 20, owner-driven, diesel, £685.
TRADER, 1958, 7-ton 160-in. truck, 6D, £700.
BEDFORD, 1955, 7-ton diesel truck, £320.
TRADER, 1959, 7-ton Anthony Hoist fixed-side tipper, 6D, 9.00 x 20 tyres, owner driven, never used on sites, exceptional, £795.
BEDFORD, 1956, 7-ton truck, petrol, £250.
BEDFORD, 1953, 7-ton truck, petrol, overhauled, £250.
COMMER, 1954, December, TS3 diesel, flat truck, overhauled, £575.
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1957 ALBION Reiver 6-wheel double-drive, Leyland Comet engine, wooden 23-ft. drop-side body, new tyres all round, one careful owner, equal to new, £850. 896-255

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ALL IN GOOD CONDITION.**A**USTIN 5-ton drop-side diesel, 1955.**F**ORD Thames, November, 1955, fitted with 4D diesel engine, drop-side body, very good condition.**F**ORD Thames 1951 5-ton fitted Perkins P6 engine, new drop-side body recently fitted.**F**ORD 3-ton 1955 drop-side truck, fitted with 4D diesel engine, in very good condition.**B**EDFORD 1952 prime mover, fitted with Bedford diesel engine.**C**OMMER 30-cwt diesel 1957 van.

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STOKE GARAGE.

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ALBION Reiver, 1956, Leyland Comet engine, 22-ft. drop-side body.**1960** FORD 7-ton Trader 6-cu.-yd. standard tipper, choice of two, small mileage.**1955** ALBION Chiswick, 16-ft. 6-in. platform bodies, alloy underframe, choice of five.**1957** B.M.C. 7-ton tipper, power steering, Eaton 2-speed axle, 9.00 x 20 all round, very clean vehicle.**E.R.F.** 7-8-tonner, SLW Gardner, 9.00 x 20 tyres, £275.

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RE NEW CHASSIS.

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SHEFFIELD.

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1954 DODGE 5-ton short-wheelbase tipper, twin-ram wood body, 2-speed axle, £450.**1953** BEDFORD 7-ton long-wheelbase flat, diesel engine, £150.**1953** 6-ton DENNIS Pax long-wheelbase platform truck, £250.**NEW** THAMES Traders, 138- and 160-in. chassis-cabs, ex stock.**THAMES** Trader 7-ton 108-in. drop-side and fixed-side tippers, ex stock.**5-** 7-, 10-, 12- and 15-cwt. vans, early delivery.

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1958 COMMER Karrier 3-ton diesel boxvan, 350 cu. ft. separate cab, very clean vehicle.**1958** BEDFORD CA van, one owner, first-class condition, choice of several.**1958** BEDFORD 15-cwt. Hawson van, 7,000 miles, from new.**BEDFORD HOUSE.**

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1959 FORD Trader, 6D, tractor unit, fitted B.T.C. 25-ft. Dragon flat-platform trailer with high headboard, painted Ford works red and unlettered, clean machine, as new, one owner.**1955** Thames 4D platform lorry, sound and ready for work.**1955** SENTINEL DV66M 6-wheeler, fitted Sentinel 6-cylinder DI engine, air brakes, 23-ft. 6-in. alloy platform, sound machine, one owner.**NEW** ex-stock.**B.T.C.** Model W1107 12-ton four-in-line semi-trailer, 25-ft. platform, fitted twin line air brakes, also single line vacuum.**B.T.C.** Model W1192 15-ton four-in-line trailer, 26-ft. timber platform, twin line air brakes.**E**NGINES.**O**NE Mk. 2 Perkins R6, complete with ENV gearbox, ex-Dodge (mileage 10,000), £150.

896-123

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FORD AND SLATER (LINCS), L. TD.

MACAULAY STREET, GRIMSBY.

LEYLAND, ALBION, SCAMMELL.**1959** May, LEYLAND Comet, fitted with 20-ft. flat-platform body, reasonably priced.**1957** October, BEDFORD diesel long-wheelbase tipper, good tyre equipment.**FORD AND SLATER (LINCS), L. TD.**

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MAIN FORD DEALERS.

279-283 SCOTLAND ROAD, LIVERPOOL, 5.

Phone, North 3191.

1958 October, 7-ton 5-type BEDFORD 300 diesel platform truck, 2-speed axle, £650.**1957** 7-ton AUSTIN B.M.C. diesel drop-side truck, power steering, 2-speed axle, £650.**1956** 7-ton LEYLAND Comet long-wheelbase twin-ram tipper, alloy body, £750.**1956** 7-ton AUSTIN B.M.C. diesel 4D drop-side truck, 2-speed axle, £500.**1956** 3-ton FORD Thames diesel 4D drop-side truck, £275.**1955** November, 7-ton 5-type BEDFORD diesel long-wheelbase twin-ram tipper, coal body, £400.**1955** 7-ton AUSTIN B.M.C. long-wheelbase diesel tipper, 2-speed axle, £475.**1955** October, 7-ton 5-type BEDFORD diesel alloy-platform truck, Laminar springing, £400.**1955** 3-ton FORD Thames diesel 4D tipper, £175.**1954** 7-ton 5-type BEDFORD diesel platform truck, £300.**1953** 7-ton LEYLAND Comet twin-ram tipper, £500.**NEW** Thames Traders for immediate delivery: 7-ton 5-ton and articulated chassis-cabs and 100-in. x 138-in. tippers.

896-116

HILLS.**1956** December, BEDFORD 25-cwt. Spurling van, petrol, owner-driver, £365.**1960** BEDFORD 35-cwt. coachbuilt drop-side truck, diesel, 4,750 miles only, £665.**1958** October, BEDFORD 7-ton drop-side truck, diesel, 2-speed axle, £595.**1957** May, BEDFORD 7-ton drop-side truck, diesel, £565.**1957** SEDDON, diesel Mk. 5L, 17-ft. 6-in. platform lorry, alloy body, £700.**HILLS GARAGES (MANCHESTER), L. TD.**

80-90 FORT STREET,

MANCHESTER, 1.

Central 4311.

896-133

COX'S MOTORS (HILL TOP), L. TD.**1956** COMMER TS3 11-ft. 6-in.-wheelbase platform truck.**1956** AUSTIN 5-ton forward-control petrol long-wheelbase truck.**1956** AUSTIN 3-ton 5C long-wheelbase truck.**1954** BEDFORD 5-ton diesel long-wheelbase bulk tipper.**1954** BEDFORD 5-ton diesel long-wheelbase truck.**1955** AUSTIN 5-ton petrol long-wheelbase tipper.**1952** BEDFORD 3-ton long-wheelbase tipper.**1959** MORRIS Minor 1000 5-cwt. van.**1959** STANDARD 6-cwt. pick-up truck.**1958** MORRIS Minor 1000 pick-up truck.

TERMS AND EXCHANGES ARRANGED.

COX'S MOTORS (HILL TOP), L. TD.

127 HILL TOP, WEST BROMWICH.

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ELT BROS., L. TD.**NEW** BEDFORD TK 4-ton 135-in. diesel lorry.**NEW** BEDFORD TK 7-ton 167-in. diesel lorry, 2-speed axle, 5-speed gearbox, 8.25 x 20 tyres.**NEW** BEDFORD TK 7-ton 167-in. diesel lorry, 2-speed axle, 5-speed gearbox, 9.00 x 20 tyres.**NEW** BEDFORD J-type 4-ton 161-in. diesel lorry.**NEW** BEDFORD TK 151-in. diesel chassis-cab, 2-speed axle, 5-speed gearbox, 9.00 x 20 tyres.**1948** COMMER 1,000-cu.-ft. Luton van, P6 diesel, £85.**1955** BEDFORD A-type petrol 5-ton long-wheelbase lorry, £225.**1955** BEDFORD SB petrol 1,600-cu.-ft. Luton alloy van, £750.**1954** BEDFORD 7-ton long-wheelbase lorry, R6 diesel, £185.**1956** FORD Thames 4D 30-cwt. lorry, low mileage, excellent condition, £285.**1952** BEDFORD 30-cwt. lorry, £75.

PART-EXCHANGES AND HIRE-PURCHASE A PLEASURE.

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BEDFORD AND VAUXHALL DEALERS.

DEAKINS ROAD,

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Used Goods Vehicles (contd.)

PETERBOROUGH ENGINEERING CO., L. TD.**1959** December, LEYLAND Comet CS38R chassis and cab, 6-speed gearbox, first-class condition, £1,400.**1959** December, DODGE 3144Y wooden drop-side short-wheelbase tipper, Leyland engine, very clean, £975.**1959** ALBION Clydesdale CD21XLW, 24-ft. platform with straw rack, excellent condition, £1,800.**1959** Thames Trader, 6D, short-wheelbase tipper, 7-cu.-yd. steel body, very clean, £800.**1958** LEYLAND Comet EC052/4R chassis and cab, one owner, very clean, £1,050.**1958** COMMER TS3 6-wheel platform truck, clean, very good mechanical condition, £900.**1957** SEDDON Mk. XV, R6, Mk. II engine, 20-ft. platform, clean and sound, £675.**1957** BEDFORD S. Leyland engine, drop-side truck, clean, good mechanical order, £575.**1956** DODGE 100P6 platform truck, in running order, £165.**36-42 EYE ROAD.**

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WILDE AND BENNETT, L. TD.**THREE** 1955-56 A.E.C. Mercury 6-wheel tippers, large coal box bodies, clean and good condition from £1,295.**1958** DODGE diesel 7-8-ton short-wheelbase tipper, 16.6, 9.00 x 20 tyres, small mileage, clean condition, £525.**1959** Thames Trader, 7-ton short-wheelbase tipper with top hearth, immaculate condition, been carefully used, only £675.**1958** BEDFORD diesel, 7-ton long-wheelbase tipper, 9.00 x 20 tyres, 2-speed axle, very clean, £850.**1957** AUSTIN Loadstar, 5-6-ton long-wheelbase lorry, only £175.**1955** BEDFORD diesel 5-6-ton long-wheelbase lorry, only £150.**1953** E.R.F. 6-7-ton short-wheelbase tipper, Gardner 4LK, clean and good, £175.

TERMS AND EXCHANGES.

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WHERE STATED.

1953 FORD Thames 5-ton P6 pantechon, approximately 1,100 cu. ft., £345.**1959** COMMER 8-cwt. van, heater, 20,000 miles, guaranteed, £355.**1959** AUSTIN 7-ton B.M.C. diesel long-wheelbase drop-side truck, guaranteed, £875.**1954** MORRIS 3-ton B.M.C. diesel boxvan, £295.**1953** COMMER 7-ton forward-control long-wheelbase drop-side truck, £245.**1955** AUSTIN LD2 1½-ton van, £245.**1958** STANDARD Companion estate car, £475.**THE CAR MART, L. TD.**

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FORD, 1960, December, Trader tipper, 7 tons.**L** EYLAND Comet, platform, helper springs, 1948, well maintained, £475 or offer.**B.M.C.** All 1960 platform and sided, all accessories, well maintained from £1,250.**DODGE** Three platform trucks, two Comet, one Super Comet, from £1,950.**K** ITTS TRANSPORT, 354 Beckton Rd., E.16. All 2286-7.

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1958 COMMER 5-ton medium diesel, coachbuilt alloy platform body, cab height headboard, small mileage, repaired, £690.**1956** COMMER TS3 7-ton drop-sider, for quick sale, £445.**1952** Thames 5-ton Luton van, 4D engine, ready for work, £235.**1950** BEDFORD 2-ton aluminium coachbuilt boxvan, very useful vehicle, £105.**1949** BEDFORD 3-ton hand tipper, in fair condition, £75.

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NEW MORRIS 30-cwt. Luton vans, 675 c.c.
NEW DODGE vehicles, most models from stock.
1952-3-6 FODEN 8-wheelers.
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1952-3-4 FODEN 6-wheeler tippers.
1958-9 MORRIS 7-ton long-wheelbase trucks and tippers.
1955 LEYLAND tractor.
1956 FODEN tractor, low-loading trailer.
1960 Trader.

BIRMINGHAM COMMERCIAL MOTOR AND BODYWORKS, LTD.,
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BIRMINGHAM, 10.
Phone, Victoria 0437. 896-992

1961 MORRIS B.M.C. 7-ton long-wheelbase tipper, 9.00 x 20 ty. us, Eaton 2-speed axle, drop-sided body, £1,250.
1959 June, Thames Trader long-wheelbase flat, low frame, 4D, make ideal cattle truck, £575.
1955 SEDDON long-wheelbase tipper, 2-speed axle, 5-speed box, high-sided body, £450.
1954 FODEN 6-ton long-wheelbase flat, 4LK, £325.
1954 October, FORD 4D 5-ton tipper, £275.
1953 ATKINSON 6-ton long-wheelbase tipper, 4LK, 5-speed box, high-sided body, £425.
1952 LEYLAND Comet 90 long-wheelbase twin-ram tipper, 5-speed box, new alloy high-sided body, £650.
1955 DODGE long-wheelbase diesel twin-ram tipper, 5-speed box, drop-sided boards, £450.
1951 June, ATKINSON 8-wheeler twin-ram tipper, double-drop-sided new alloy high-sided coal body, 40 x 8 tyres, 6LW Gardner, 5-speed box, £1,250.
1950 FODEN 8-wheeler double-drop-sided high-sided wooden-body long-wheelbase tipper, 40 x 8 tyres, 6LW 5-speed box, £1,000.
1948 DENNIS Max 7-ton long-wheelbase twin-ram tipper, iron high-sided body, ex corporation, £125.
PHONE or call; exchanges, H.P. settled.
THREE-QUARTERS mile off A6 road, Dicconson Lane, Westhoughton, or through Scholes, Wigan.
W. D. SCOTT, Bolton Road Garage, Nr. Wigan.
Phone, Wigan 45825.
5-30 CWT., various commercial vehicles, prices from £50 including selection of Lutons, L. H. Spring and Co. Ltd., Friern Barnet Garage, Colney Hatch Lane, N.11. Ent 8575 896-104

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MAIN BEDFORD DEALERS,
LIVERPOOL ROAD,
WARRINGTON.
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FOR NEW AND USED BEDFORD.
IMMEDIATE DELIVERY.

NEW BEDFORD 7-ton diesel TK Telehoist tipper, 8.25 x 20 tyres, 300-cu.-in. diesel engine, 120-in. wheelbase.
NEW BEDFORD 7-ton diesel TK Autolift drop-head tipper, 300-cu.-in. diesel engine, 8.25 x 20 tyres, 120-in. wheelbase.
1-TON normal-control BEDFORD tipper, short wheelbase, 214 cubic petrol engine, Model No. J5512, wooden drop-sided body.

USED BEDFORD.
10-12-cwt. BEDFORD van, £115.
1956 10-12-cwt. BEDFORD van, £115.
1956 BEDFORD Utilabake, farmer's model, condition good, £370.
1958 BEDFORD Workabus, £275.
1957 BEDFORD 5-ton long-wheelbase drop-sided lorry with 300 diesel, one owner from new, £350.
1959 25-cwt. TROJAN diesel van, £500. 896-515

BENTLEY BROS. (SHEFFIELD), LTD.,
VAUXHALL AND BEDFORD MAIN DEALERS,
71 THE WICKER, SHEFFIELD, 3.
Phone 29281.

NEW TK and J model BEDFORDS for immediate delivery.
1959 Thames Trader short-wheelbase tipper, high side steel body, excellent condition, £825.
1958 ALBION Chieftain 16-ft. platform body, good tyre equipment, one fastidious owner, £795.
1956 FORDSON Thames 4D engine, metal container body ready for immediate use, £195.
1955 BEDFORD 10-ton petrol tractor with 22-ft. straight frame trailer, £325.
1959 Long-wheelbase BEDFORD Utilabake conversion heater, head lining, etc., £465.
1952 BEDFORD 5-ton long-wheelbase petrol tipper, good tyres and rear axle, £450.
1957 7-ton long-wheelbase SEDDON diesel, twin ram tipper, 14-ft. 9-in. drop-side body, de luxe cab with fibre glass roof, sound vehicle throughout with every tyre in good serviceable condition, a vehicle which we highly recommend, £595.
A Good selection of other used commercial vehicles in stock. We may have the vehicle you require so why not give us a call? 896-291
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NEW CLYDESDALE CD21T, complete with gear and body.
1941 CHIEFTAIN long-wheelbase drop-side, £175.
TIPPERS.
1954 DODGE 7-ton long-wheelbase, £450.
1957 COMMER T53 long-wheelbase, air brakes, choice of two, £575.
1949 COMMER QX, petrol, long-wheelbase, £75.
1959 Trader, 138-in. 7-ton, £875.
1952 AUSTIN short-wheelbase, 5-ton, choice of two, £75.
1956 BEDFORD 5-ton coal body, £475.
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TIPPING GEARS.
24-Hour service for Pilot and Edbro tipping gears and spares. 896-317

SPECIALISTS in Albion, Leyland and Thames, body-builders and painters, officially appointed fitting station. Syndronic automatic lubrication equipment.
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HENSMANS, LTD., Brentwood 5252, offer—
1960 VOLKSWAGEN Caravette, grey-green, 4,000 miles only, £685.
1958 BEDFORD 10-12-cwt. van, blue, good condition, £280.
1957 October, Thames Trader 5-ton 4D truck, one owner-driver, immaculate condition, £695.
1956 MORRIS-COMMERIAL 3-ton truck, diesel, good condition, £295.
1955 Thames 10-cwt. milk float, reconditioned, primer, £195.
1953 DODGE 5-ton platform truck, P6 engine, £230.
1951 BEDFORD 3-ton Luton van, petrol, £125.
1951 BEDFORD 5-ton chassis-cab, petrol, £90.
1949 FORD 4-ton long-wheelbase Luton van, £95.
NEW vehicles from stock.

TRADER articulated unit with Hands automatic coupling.
THAMES 12-seater estate car, yellow.
THAMES 10-12-cwt. van, primer.
TWO new Merriworth 12-ton 25-ft. straight-frame platform trailers, Scammell coupling, 9.00 x 20 tyres.
WILD, CONDON, LTD., Sale due to reorganization of fleet: E.R.F. 8-wheeler drop-side, August, 1959; Ford Trader 6D 18-ft. 6-in. drop-side, late 1959; Ford Trader 6D artic. tractor, 1960; Ford Perkins 1954 van, 750 c.c.; Ford 4D 1954 drop-side. Hanley, Stoke-on-Trent. Phone 23434-5. 898-9748

FODEN 25-ton tractor unit, new.
1948 SCAMMELL tractor unit with single-pin hitch and choice of trailers.
1950 25-ton Foden tractor unit with choice of trailers.
1951 FODEN 6-wheeler double-drop-side flat platform truck.
1947 FODEN 8-wheeler flat platform truck.
ALSO many other vehicles available from stock.
MORGAN AND SON, Waltham Chase, Southampton. Phone, Bishop's Waltham 133. 896-32
FOR sale, 8-wheel Fodens, Leyland A.E.C. Atkinson and Scammell, also 4-wheel E.R.F. and Maudslays; choice of several. These vehicles can be viewed at—
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1958 BEDFORD-SCAMMELL tractor unit, Comet engine.
1958 BEDFORD long-wheelbase, Comet engine, 8.25 x 20 tyres, 16-ft. 6-in. drop-side body.
1955 BEDFORD, Baico extension, chassis and cab, petrol engine.
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1954 ALBION Victor, 8.25 x 20 tyres, 20-ft. alloy platform body. 896-547

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1957 BEDFORD Workabus, £300.
1958 BEDFORD Utilabake Farmers' special, £400.
1959 AUSTIN 152 15-cwt. van, side-door loading, £300.
1956 7-ton BEDFORD short-wheelbase tipper, R6 diesel, £500.
VAUXHALL and Bedford main dealers. Specialists in refrigeration bodywork.
FOR further inquiries contact Wakefield 2294 and 54. 896-546

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1958 7-ton DODGE chassis and cab.
1957 DODGE tractor unit, Scammell coupling.
1952 LEYLAND Comet tractor unit, 2-speed axle, S.A.E. fifth-wheel coupling.
1952 COMMER, diesel, 17-ft. platform.
THE RELIANCE GARAGE (NORWICH), LTD., Heigham St. Norwich. Phone 28911-5. 896-17
NEW STANDARD Atlas.
NEW STANDARD 6-cwt.
NEW AUSTIN A35, 5-cwt.
NEW COMMER express delivery van.
1955 AUSTIN 5-ton drop-side truck, diesel, £425.
1953 BEDFORD CA van, £175.
1954 FODEN boxvan, one owner, very clean, 1,600 cu. ft., £1,650.
1953 FODEN tipper, 20 cu. yd. Duramin body, £1,495.
DECEMBER, 1951, FODEN platform 8-wheeler, £475.
1959 FORD steel tipper, 6 yd., diesel, £695.
1956 FORD Thames van, 5 cwt., £245.
1956 57 LEYLAND Hingo 6-wheeler Leyland 600 engine, 24-ft. drop-side, air brakes, £1,225.
1958 MORRIS J2 15-cwt., £285.
1948 ALBION 8-wheeler chassis-cab, £325.
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ONE 1955 LEYLAND Octopus with Duramin body.
ONE 1954 FODEN 8-wheeler, first registered 23.12.53.
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ONE 1955 A.E.C. Mammoth Major.
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1958 AUSTIN omnicab, grey, one owner, £375.
1959 September, BEDFORD 15-cwt. long-wheelbase van, grey-maroon, 19,000 miles, £325.
1958 February, BEDFORD 10-12-cwt. van, blue, passenger seat, one owner, £250.
1957 BEDFORD C.A.V. van, blue, £199.
H. TAYLOR AND CO., Elmbridge 0081. 896-63

1957 BEDFORD long-wheelbase diesel.
1952 SEDDON tractor, B.T.C. coupling, 2-speed axle.
1952 BEDFORD Scammell, P6 engine.
1950 E.R.F. platform, 4LW, 5-speed box.
1949 ATKINSON, 4LW, 5-speed box.
J. W. RATCLIFFE AND SONS, LTD., Low Bank Road Garage, Ashton-in-Makerfield, Lancs. Phone 7497. 898-9710
VIGO MOTORS.
1959 BEDFORD Utilabake, immaculate.
1956 FORD 10-cwt. van.
1956 FORD 10-12-cwt. van.
1959 AUSTIN Omnivan.
1950 2-ton Luton.
VIGO MOTORS, Walmer Rd., W.10. Ladbroke 3051. 896-155

AUGUST, 1957, BEDFORD 7-ton tipper, metal fixed-side body, petrol, excellent condition, £465.
NOVEMBER, 1952, Thames, P6 engine, large boxvan body, good condition, £285.
HARROGATE MOTORS, LTD., main Ford dealers, Station Parade, Harrogate. Phone 4022. 896-30

NEW GUY Warrior light 8-wheeler, 17-ft. 9-in. wheelbase, A.E.C. engine, Edbro front-end twin-ram tipper, wooden body, wooden body.
NEW GUY Warrior 14-ton gross 4-wheeler, 15-ft. 9-in. wheelbase, A.E.C. engine, two available, chassis-cab.
NEW GUY Warrior 14-ton gross 4-wheeler, 10-ft. 6-in. wheelbase, A.E.C. engine, suitable for tipper, chassis-cab.
NEW GUY Warrior light 8-wheeler, 15-ft. 3-in. wheelbase, A.E.C. engine, suitable for tipper, chassis-cab.
ALL the above vehicles immediate delivery.
May, Thames Trader, 7-ton long-wheelbase, with Baico extension, 20-ft. drop-side body, 9.00 x 20 tyres, heater, choice of two, £825 each.
1956 BEDFORD 7-ton long-wheelbase Edbro tipper, petrol engine, £225.
1957 October, MORRIS 12-cwt. truck with tilt, o.h.v. engine, 4-speed gearbox, very good condition, £185.
MAYS MOTORS (ELSTEAD), LTD., Elstead, Surrey. Phone, Elstead 2147. 896-4

1955 BEDFORD 7-ton long-wheelbase drop-side lorry, P6 diesel engine, restrained maroon.
1954 AUSTIN 5-ton long-wheelbase drop-side lorry, red, P6 diesel engine.
NEW FORD 10-12-cwt. van, primer.
STOCKLAND GARAGE, LTD., Marsh Hill, Erdington, Birmingham, 23. Erd 7239. 896-235

1958 THAMES Trader, 6D, 7-ton short-wheelbase tipper, steel body, £550.
1955 COMMER 5-ton diesel long-wheelbase truck, £180.
ERRINGTONS, Evington, Leicester. Phone 38102-3. 896-315
1956 FORD 4D, long wheelbase, drop side, with tilt, £285.
1956 B.M.C. diesel 4-ton long-wheelbase drop-side truck, £275.
1952 LAND ROVER, £100. Exchanges and terms.
HAMILTON MOTORS (TAUNTON), LTD., East Reach, Taunton 3716 and 5279. 896-316

Used Goods Vehicles (contd.)

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- 1955** BEDFORD 4-ton 1,500-cu.-ft. furniture van, petrol.
1955 BEDFORD 4-ton truck, petrol.
1959 BEDFORD Workabus Utility.
1959 AUSTIN 15-cwt. van.
1958 BEDFORD Utilabike special.
1958 BEDFORD diesel, passenger chassis, 1,850-cu.-ft. furniture van, seen by appointment.
1958 BEDFORD 7-ton 300 diesel truck, thoroughly overhauled, £750.
SPURLING MOTORS CITY, 176-179 Shoreditch High St., London, E.1 Shoreditch 8433. 896-354

DODGE distributors and Austin commercial dealers.

- 1958** Thames Trader 5-ton tipper, long-wheelbase tipper, very good condition, £675.
1956 Thames 5-ton 4D long-wheelbase drop-side truck, £350.
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1954 BEDFORD 36-seater Plaxton 7-ft. 6-in. luxury coach, extras include heaters, milk, quarter lights, Formica sides, certificate of fitness 1964, exceptional value, £1,600. Browns Motors, Amblecote 2205. 897-9766

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1960, May, BEDFORD 41-seater Super Vega, petrol, colours Cambridge blue and cream, quarter lights, twin heaters, and 7,000 miles only, as new, choice of two, price £3,250.

1956-47 BEDFORDS, choice of 12, all with current certificates of fitness. 896-143

BEDFORD diesel 1959 41-seater Duple, heaters, etc., certificate of fitness April, 1966, in immaculate condition, £1,000, no offers. Box CM9411, care of "The Commercial Motor." 896-435

1958 BEDFORD Duple 41, excellent condition, 65,493; after hours 54953.

7-FT. 6-in. BEDFORD 41-seater Super Vega, radio, heater, Formica, red interior, green and cream exterior, in excellent condition, price £2,650.

VINCENT GREENHAUS (HEREFORD), LTD., Lyda Motor Works, Hereford. Phone 2347. 896-187

COMMER

1956 T31 Plaxton 41, Perspex domes, heaters, demister, radio, headrest covers, interior green, exterior red and grey, certificate of fitness 1966, £2,500. Icknield Garage, Tring Herts. Phone 2371. 896-1759

1949 COMMER Avenger 33-seater coach, excellent condition throughout, certificate to 1962, £375. Galway Smith, Ltd., Domestic St., Leeds. 11. Phone 30837. 896-52

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1952 FODEN 38-seater full-front luxury observation coach, no bulkhead, rear fitting, 6-cylinder Foden diesel engine, very smart-looking vehicle, tyres good, vehicle just acquired from H.P. company at great financial loss, a real bargain, £475; easily converted to 41-seater. Landowne Fraying Works, Frating, Essex. Phone, Leytonstone 4355. 896-434

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DOUBLE-DECKERS,

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CHOICE OF NINE.

£395 EACH.

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1943 44 GUY Arab, powered by SLW Gardner oil engines, bodies by Weymann, 56 seats, certificate of fitness December, 1961, to February, 1962, choice of four, price £225 each.

1944 GUY Arab, 6LW Gardner oil engines, bodies by Northern Counties, 56 seats, certificates of fitness April, 1963, choice of four, price £350.

1947 LEYLAND PS1, 7.4-litre oil engine, Eastern Coachworks, bus-type, bodies seating 35, rear entrance, require recertifying, choice of four, from £200.

1949 A.E.C. Mark III, 9.6 oil engine, Burlingham luxury coach, 31 seats, half-cab, certificate of fitness October, 1962, price £275.

1949 BEDFORD O.B. bus, 31 seats, certificate of fitness December, 1961, price £125.

1939 LEYLAND TD5, 8.6-litre engine, low-bridge double decker, rebodied 1950 by Alexander, all-metal construction, seating 53, certified £225.

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1960 FORD Thames Burlingham 41-seater, red interior, painted blue and cream, small mileage.

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1956 COMMER Beadle 41-seater, red upholstery, central entrance, good tyres, very clean, certificate of fitness 1961.

1951 A.E.C. Mk. IV, 41-seater Burlingham Seagull body, heaters, red interior; also 39-seaters, blue interior, certificate of fitness 1961.

1948 LEYLAND PS1 13-seater coach bodies, two heaters, certificate of fitness 1963, choice of several.

150 a number of BEDFORD Visas, suitable for travelling shops.

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1958 BEDFORD Duple luxury 40-seater semi-bus-coach, certificate of fitness 1965, Leyland diesel power unit.

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LEYLAND PS1 buses and coaches, 31-, 33- and 35-seaters, certificate of fitness, from £200 each.

1939 LEYLAND TD5 with 1949 Alexander metal-frame 53-seater, low-bridge double-deck coachwork, certificate of fitness up to 1962, good order, prices from £275; choice of several.

1935 LEYLAND TD4 with 1949 Alexander metal-frame 35-seater low-bridge double-deck coachwork, certificate of fitness up to 1962, good order.

1950 LEYLAND PD1 56-seater high-bridge, M.C.W. coachwork; choice of eight.

1954 A.E.C. Mark IV Burlingham Seagull, 37-seater, certified to 1964.

1954 DAIMLER Freeline Plaxton 41-seater, certified to 1963.

1952 A.E.C. Mark IV Burlingham Seagull 41-seater, BEDFORD Yeates 41-seater, super de luxe coachwork, low mileage, perfect condition.

1959 June, BEDFORD Plaxton 41-seater, super-luxury seating, a perfect specimen, only needs recert.

1955 BEDFORD Duple 36-seater, diesel power unit, red and cream exterior, blue interior, very fine order.

1951 BEDFORD Duple 33-seater luxury coach, good order.

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1960 41-seater FORD Burlingham; choice of three.

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1956 COMMER TS3, fitted with 2-speed axle, heaters, public address system, certificate of fitness 1966; choice of three.

1956 BEDFORD petrol 41-seater Duple, new certificate of fitness.

1956 57-58 COMMER TS3 41-seater Duples, Plaxtons; choice of seven.

1955 BEDFORD 36-seater, certificate of fitness 1965.

1954 BEDFORD 33-seater, armchair-type seats, certificate of fitness 1964.

1953 BEDFORD 35-seater, certificate of fitness 1962.

1952 BEDFORD 28-seater, armchair-type seats, certificate of fitness 1962.

1951 LEYLAND PS1 37-seater Burlingham, certificate of fitness 1964, new seats and excellent tyres and engine.

1950 BEDFORD 29-seater, excellent condition, certificate of fitness 1964.

1948 A.E.C. double-decker low-bridge, 53-seater Weymann body.

WE SPECIALIZE IN PART-EXCHANGE WITH THE EASIEST OF HIRE-PURCHASE TERMS.

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BETTER VALUE THAN EVER BEFORE IN S.M.T. RANGE OF USED COACHES.

EXAMPLES FROM OUR LARGE AND COMPREHENSIVE STOCK INCLUDE:—

1960 BEDFORD Duple SBI 41-seaters, extras include heaters, top sliding windows, plastic head-rest covers, wheel discs front and rear, as new condition, choice of three.

1959 BEDFORD Duple SBI 41-seaters, 2-speed rear axle, heaters, top sliders, wheel discs to rear wheels, choice of four immaculate machines.

1959 BEDFORD Plaxton SBI 41-seaters, Plaxton C-type body, Syndromic chassis lubrication, radio, public address, heaters, roof quarter lights, top sliding windows, outstanding condition.

1959 BEDFORD Plaxton 41-seaters, exterior red and cream, red moquette, Formica side casings, top sliding windows, plastic headrest covers, wheel discs; low-mileage top-quality vehicle.

1957 BEDFORD Plaxton 41-seater, exterior ivory with blue-grey metallic chrome, Formica side casings, glass roof quarters, inswamp parcel racks, radio, public address, and many other extras. This is a top-quality vehicle ex a well-known Continental touring fleet.

1958 BEDFORD Duple 41-seater coaches, exterior ivory and red, seating in red patterned moquette, many extras, choice of two top-quality machines.

1955 BEDFORD Plaxton 36-seater, certificate of fitness 1965, exterior ivory with blue-grey metallic chrome, ex well-known Continental touring fleet, many extras.

1954 BEDFORD Duple 36-seater, R6 engine, certificate of fitness 1964, exterior blue and cream with blue moquette seating, Formica side casings, heater, a fresh coach.

1952 BEDFORD Duple 33-seater, exterior in ivory, heaters, now being recertified.

1951 A.E.C. Burlingham 41-seater full-luxury coach, rebodied in 1955, certificate of fitness 1965, excellent value.

1951 LEYLAND Royal Tiger Windsor 39-seater coach, many extras and very reasonably priced.

1952 LEYLAND PS1 Plaxton 37-seater, certificate of fitness 1963, exterior black, very clean machine.

1950 LEYLAND Harrington 37-seater, certificate of fitness 1963, exterior 2-tone blue, blue moquette.

1955 COMMER Duple 41-seater diesel, certificate of fitness May, 1965, 2-speed rear axle, exterior red and cream, radio, public address, heater, plastic headrest covers, mechanically very sound indeed and well tried.

1954 COMMER Plaxton 39-seater, certificate of fitness 1963, recertified engine recently fitted, 2-speed rear axle, glass roof quarters, Formica side panels, excellent value.

1960 FORD Thames Duple 41-seaters, red and ivory, radio, heaters, wheel discs, tubular racks, roof quarter lights, top sliding windows, choice of two as-new machines.

AND MANY OTHERS.

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EARLY DELIVERY FOR DUPLÉ YEOMAN AND BURLINGHAM SEAGULL.

1960 Thames Burlingham 41-seater, red and cream, and heater.

1959 BEDFORD Burlingham Seagull 41-seater, black and grey, 300-cu-in. diesel.

1957 BEDFORD Burlingham 41-seater, finished in blue with maroon and grey trim.

1956 BEDFORD Vega 41-seater, finished green and cream.

1954 BEDFORD Vega, fitted Perkins R6, 36-seater, finished in blue and cream.

1954 COMMER Harrington, underfloor engine, 2-speed axle, certificate of fitness 1964, fitted heater.

1953 BEDFORD Plaxton 35-seater with courier seat, in green with extras, certificate of fitness 1964.

1953 A.E.C. 41-seater, cream and blue, certificate of fitness 1963, fitted radio and heater.

1953 BEDFORD Vega, 37-seater, red and cream with matching interior.

1952 BEDFORD Gurney Nutting 37-seater, green and cream, one owner.

1951 MAUDSLAY Burlingham Seagull 37-seater, full front, fitted A.E.C. 7.7.

1951 LEYLAND Royal Tiger all-steel 41-seater, with many extras, in excellent condition.

1951 CROSSLEY, fitted A.E.C. 7.7, Burlingham 37-seater, very clean vehicle.

1951 LEYLAND Gurney Nutting 35-seater, blue, excellent vehicle.

1951 MAUDSLAY Burlingham 35-seater, finished in blue and grey, fitted A.E.C. 7.7.

1950 COMMER Avenor 33-seater, grey and maroon, and heater, radio and courier seat.

1950 DENNIS Lancet 35-seater, cream and blue, certificate of fitness 1964, radio and heater.

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ARLINGTON MOTOR CO., LTD. LONDON'S LEADING PASSENGER AND COMMERCIAL VEHICLE SPECIALISTS.

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IMMEDIATE DELIVERY FROM STOCK.

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BEDFORD SB3 petrol Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, Radiomobile, many other extras, finished red-cream.

BEDFORD SB8, 350-cu.-in. oil engine, Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, Radiomobile, extra, finished blue-grey.

BEDFORD SB8, 350-cu.-in. oil engine, Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, Radiomobile/speech amplification, many other extras, finished red-grey, ex Vauxhall Motors' demonstration model, 3,000 miles only, special offer.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, 9 Duple 41-seater Super Vega, 8 ft. wide, glass roof quarters, heaters, radio, many other extras, finished pink-grey.

BEDFORD SB8, 350-cu.-in. oil engine, Plaxton Embassy 41-seater, 8 ft. wide, radio, heaters, Formica panels, other extras fitted, finished blue-grey, glass roof quarters.

BEDFORD SB1, 300-cu.-in. oil engine, Plaxton Embassy 41-seater, 8 ft. wide, radio, heaters, Formica panels, other extras fitted, finished red-cream.

BEDFORD SB1, 300-cu.-in. oil engine, Plaxton Special C-type Embassy 41-seater, 8 ft. wide, glass roof quarters, radio, Formica panels, other extras fitted, finished blue-cream.

BEDFORD SB1, 300-cu.-in. oil engine, Harrington Crusader 41-seater, 8 ft. wide, glass roof quarters, radio, Formica panels, other extras fitted, finished cream-red.

BEDFORD SB3 petrol engine, Harrington Crusader 41-seater, 8 ft. wide, glass roof quarters, Radiomobile and public address system, finished cream.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, 9 Duple 41-seater Super Vega, 8 ft. wide, radio, heaters, Formica panels, other extras fitted, finished in primer, choice of two, ready for Easter.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, Plaxton Embassy 41-seater, 8 ft. wide, glass roof quarters, radio, heater, Formica panels, other extras fitted, finished cream.

BEDFORD SB1, 300-cu.-in. oil engine, 2-speed axle, Plaxton Embassy 41-seater, 8 ft. wide, radio, microphone, heater, Formica panels, marker lights, other extras, finished cream.

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NEW COACHES FOR IMMEDIATE DELIVERY OR EASTER, WHITSUN.

A.E.C. Reliance, air brakes, Duple Britannia front-entrance 41-seater, glass roof quarters, heaters, walnut casing panels, other extras to chassis and coachwork, two finished cream, one in primer; choice of three, ready for Easter.

A.E.C. Reliance, air brakes, Harrington Cavalier 41-seater coachwork, quarters lights, Formica panels, heater, other extras fitted, red moquette, in primer.

A.E.C. Reliance, air brakes, Harrington Cavalier 41-seater coachwork, Formica panels, heaters, other extras fitted, red moquette, in primer.

A.E.C. seater coachwork, central entrance, glass roof quarters, heater, Formica panels, finished two shades grey.

LEYLAND Britannia 41-seater coachwork, glass roof quarters, heaters, walnut lining panels, special moulding, other extras, two only, Whitsun delivery.

NEW COACHES SUPPLIED ON ALL MAKES OF PASSENGER VEHICLES.

USED COACHES EX STOCK.

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1959 SB3 petrol 41-seater Duple Super Vega, red moquette, heaters and other extras fitted, finished grey and red, certificate of fitness 1966.

1959 SB1, 300-cu.-in. diesel, 41-seater Burlingtonham, red moquette, radio, heaters, finished green, certificate of fitness 1966.

1957 SB1 petrol, 41-seater Burlingtonham, red moquette, finished ivory-red, certificate of fitness 1964.

1957 SB3 petrol, 41-seater Burlingtonham, red moquette, finished blue, certificate of fitness 1964.

1956 SB petrol, 41-seater Duple, 7-ft. 6-in. wide, red moquette, radio, heater fitted, finished orange-cream, certificate of fitness 1961.

1954 SB petrol, 38-seater, Duple, beige moquette, finished blue, certificate of fitness 1964.

1955 SB petrol, 38-seater, Duple, heater fitted, red moquette, finished maroon and cream, certificate of fitness 1965; choice of two.

1953 SB petrol, 35-seater Duple, 2-speed axle, Formica panels, finished green, certificate of fitness 1963.

CHOICE of several 1951-2-3 BEDFORD petrol engines with Duple-Plaxton coachwork, 33-37 seaters, all with good certificates of fitness.

CHOICE of several 1947-50 BEDFORD petrol engines, C with Duple 29-seater Vista coachwork.

A.E.C.

1958 Reliance, 43-seater Duple, front entrance, radio, heaters, glass roof quarters, many extras, finished metallic blue, immaculate condition, certificate of fitness 1963.

1956 Elizabethan coachwork, red moquette, heater fitted, finished grey and red, certificate of fitness 1961.

1952 Mark IV 41-seater Yeates coachwork, red moquette, finished maroon and cream, certificate of fitness 1962.

(Continued in next column)

1952 Mark IV, 41-seater Burlingtonham, central entrance, automatic chassis lubrication, heaters, finished maroon-grey, certificate of fitness 1962.

1951 Mark IV, 41-seater Heaver, glass roof quarters, green upholstery, finished green, central entrance, certificate of fitness 1961.

1949 Mark III, new Yeates 35-seater coachwork fitted 1954, glass roof quarters, red moquette, finished blue, certificate of fitness 1962; choice of three.

1948 Mark III, new Burlingtonham 37-seater full-front coachwork fitted 1952, red moquette, finished blue, certificate of fitness 1962.

LEYLAND.

1952 Royal Tiger, 35-seater Bellhouse-Hartwell special touring coach, finished green, certificate of fitness 1964.

CHOICE of several 1947-50 PS1-2 Duple half-cab 35-seaters, suitable for works contractors.

COMMER.

1959 TS3, fitted 5-speed overdrive gearbox, air pressure brakes, 41-seater Duple full luxury coachwork, red moquette, Formica panels, heaters, low mileage, finished blue, certificate of fitness 1966.

1956 TS3 Duple 41-seater, red moquette, Formica panels, heaters, finished blue, immaculate condition, certificate of fitness 1961.

FORD.

1960, March, Thames, oil engine, 2-speed Eaton axle, Plaxton 41-seater Consort full luxury coach, radio, Formica panels and heater fitted, red-grey moquette, finished grey, certificate of fitness December, 1966, immaculate condition throughout.

CHOICE OF SEVERAL DENNIS, FODEN, COMMER AVENGERS AND AUSTIN COACHES, ALL WITH CURRENT CERTIFICATES OF FITNESS.

WE ARE PREPARED TO ACCEPT THE FIRST REASONABLE OFFER FOR ANY OF THE USED COACHES LISTED ABOVE. YOU ARE WELCOME TO INSPECT AND TEST ANY COACH, AFTER WHICH PRICES WITH OR WITHOUT PART-EXCHANGE CAN BE DISCUSSED IN STRICT CONFIDENCE.

COMPREHENSIVE RANGE OF

USED A.E.C., LEYLAND AND BEDFORD COACHES.

PETROL AND DIESEL, IN STOCK FOR IMMEDIATE DELIVERY.

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NEW 1961 BEDFORD diesel 41-seater Super Vega, fitted with 5-speed box, red moquette, in primer, immediate delivery.

1960 BEDFORD diesel 41-seater Super Vega, exterior cream-red, certificate of fitness to January, 1967.

1959 BEDFORD diesel 41-seater Super Vega, exterior cream-red, certificate of fitness to March, 1966.

1959 BEDFORD diesel 41-seater Duple Super Vega, moquette red, exterior cream-red, certificate of fitness 1966; choice of six.

1959 BEDFORD petrol 41-seater Super Vega, exterior grey-blue, certificate of fitness to April, 1964.

1958 BEDFORD diesel 41-seater Super Vega, exterior ivory, certificate of fitness to February, 1965.

1957 BEDFORD petrol 41-seater Plaxton, exterior blue-black, certificate of fitness to April, 1964.

1956 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey, certificate of fitness to February, 1965.

1955 BEDFORD petrol 38-seater Super Vega, exterior blue-cream, certificate of fitness 1964.

1955 BEDFORD petrol 38-seater Super Vega, exterior ivory-maroon, certificate of fitness 1965.

1955 BEDFORD petrol 36-seater Super Vega, exterior maroon-grey.

1954 BEDFORD petrol 36-seater Duple Super Vega, exterior green-grey, certificate of fitness March, 1964.

1954 BEDFORD petrol 38-seater Super Vega, exterior cream-red, certificate of fitness 1964.

1954 BEDFORD petrol 36-seater Super Vega, exterior black-cream, certificate of fitness 1964.

1953 BEDFORD 35-seater diesel Duple Super Vega, exterior cream-red, certificate of fitness July, 1963.

1953 BEDFORD diesel 35-seater Super Vega, exterior cream-red.

1952 DENNIS Falcon 35-seater Duple, exterior blue-cream, certificate of fitness 1962.

1952 BEDFORD petrol 38-seater Duple Super Vega, red moquette, exterior red-cream, certificate of fitness April, 1963.

1951 FODEN, 6LW, 37-seater Metalcraft body, exterior grey-green, certificate of fitness 1961.

1951 MAUDSLAY, A.E.C. oil engine, 33-seater Bellhouse-Hartwell, new certificate.

1950 COMMER 33-seater, exterior blue-maroon, certificate to May, 1963.

1948 DENNIS, 33-seater Churchill body, exterior cream-blue, certificate of fitness 1963.

1948 LEYLAND PS1 35-seater, exterior cream-red, certificate of fitness to April, 1962.

1947 DENNIS 35-seater, exterior blue-cream, certificate of fitness 1962.

EXPORT inquiries invited.

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Used Passenger Vehicles (contd.)

KIRKBY AND SONS (SALES), LTD.

CROSS ROADS GARAGE,

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NEAR SHEFFIELD.

GREAT BRITAIN'S LEADING

COACH SPECIALISTS.

STOCK REDUCING SALE.

1960 BEDFORD SB1 41-seater Burlingtonham Seagull, heaters, red moquette, choice of three, £1,200.

1959 BEDFORD SB3 41-seater Duple Super Vega, red interior, heaters, £2,800.

1959 BEDFORD SB1 41-seater Duple Super Vega, red interior, radio and heaters, choice of two, £2,950.

1958 BEDFORD SB3 41-seater Duple Super Vega, red interior, heaters, ivory and black exterior, choice of two, £2,600.

1957 BEDFORD petrol 41-seater Duple Super Vega, red interior, radio and heaters, £2,500.

1957 BEDFORD petrol 41-seater Plaxton Consort, blue interior, blue and ivory exterior, £2,500.

1956 BEDFORD petrol 41-seater Duple Super Vega, red moquette and heaters, recertified at £2,400.

1956 BEDFORD petrol 41-seater Duple Super Vega, red interior, radio and heaters, Eaton 2-speed axle, £2,400.

1956 BEDFORD petrol 41-seater Duple Super Vega, green interior, green and black exterior, fitted every available extra, recertified, £2,450; choice of four.

1956 BEDFORD petrol 41-seater Duple Super Vega, blue interior, radio and heaters, £2,025.

1955 BEDFORD petrol 38-seater Duple Super Vega, autumn tint moquette, radio and heaters, £2,100.

1954 BEDFORD petrol 38-seater Duple, choice of three, £1,600.

1953 BEDFORD petrol 35-seater Duple Super Vega, red interior, cream and beige exterior, £1,400.

1953 BEDFORD petrol 35-seater Burlingtonham Seagull, certificate of fitness April, 1965, £1,350.

1952 BEDFORD petrol 33-seater Duple Super Vega, choice of several, £925.

1951 BEDFORD petrol 33-seater Duple and Plaxton, choice of several, £795.

1950 BEDFORD 29-seater Duple Vista, from £395-600.

1949 BEDFORD 29-seater Duple, £200-£300.

1951 LEYLAND Royal Tiger 41-seater, red pattern moquette, heaters, £975.

A KIRKBY QUALITY VEHICLE

ALWAYS REPRESENTS GOOD VALUE FOR MONEY

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NEW BEDFORD SB8 (Leyland Comet engine), 41-seater Duple coaches.

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NEW COMMER Avenger 41-seater Duple coach, one only.

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1960 FORD Trader diesel 41-seater Burlingtonham coaches, choice of three, £3,450.

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1956 BEDFORD petrol 41-seater Burlingtonham coach, heaters, etc., £2,150.

1955 BEDFORD diesel R6 (modified), 38-seater, Duple coach, certified 1965, £1,600.

1954 BEDFORD petrol 32-seater Burlingtonham Seagull coach, armchair reclining seats, glass roof quarters, £1,300.

1953 BEDFORD petrol 35-seater (and courier), Duple coaches, choice of two, glass roof quarters, heaters, etc., £1,450.

1952 LEYLAND Royal Tiger 41-seater Yeates coach, air brakes, heaters, etc., £1,800.

1952 A.E.C. Mk. IV 41-seater Yeates luxury coach, certificate of fitness 1962, heater, etc., £1,700.

1951 FODEN 6LW rear-engine 41-seater Bellhouse-Hartwell coach, certified 1961, £850.

SPECIAL OFFER:—

1955 BEDFORD petrol 36-seater Burlingtonham coach, recertified 1965, very clean, £1,800.

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DIESEL 33-SEATER HALF-CAB AND 29-SEATER PETROL COACHES AT £150-£300, OR AVAILABLE

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1956 COMMER Plaxton 41-seater, fitted diesel heaters, radio, Eaton 2-speed axle, just been recertified for five years, blue interior, blue and grey exterior.
1956 BEDFORD petrol 41-seater Duple Super Vega, radio etc. just being recertified.
1951 Model LEYLAND Royal Tiger 37-seater, Harrington Wayfarer, blue interior, grey exterior, excellent tyre equipment.
1950 COMMER Avenger 35-seater, Plaxton coachwork, in very good order, autumn tint interior, cream and black exterior, certificate of fitness 1963.
1950 LEYLAND PS2 37-seater Harrington, full front, autumn tint interior, grey exterior, fitted heaters, certificate of fitness 1964. 896-258

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1955 BEDFORD Burlingham 36-seater, radio and heaters, re-certified 1965, one owner, £1,550.
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1952 A.E.C. Regent 41-seater, Harrington Seagull 37 full luxury seating, new tyres, outstanding condition, certified 1962, £1,650.
1951 LEYLAND Royal Tiger, Burlingham Seagull 39-seater radio and heater, certified late 1961, £1,225.

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NEW 1961 Duple 41-seaters.

FINISHED TO YOUR OWN SPECIFICATIONS.

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1959 BEDFORD Plaxton, quarter lights and many extras.
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1958 BEDFORD Plaxton, quarter lights and many extras.
1958 BEDFORD Duple 41-seater.
1958 BEDFORD Duple 37-seater.
1958 BEDFORD, Leyland Comet engine, 41-seater Duple.
1957 COMMER Plaxton 41-seater, armrests and many extras.
1956 COMMER Plaxton 41-seater.
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1955 COMMER Plaxton 41-seater, armrests and many extras.
1955 BEDFORD Burlingham 35-seater.
1954 LEYLAND Tiger Cub with 41-seater.
1944 BEDFORD Plaxton 38-seater, choice of two.
1954 A.E.C. Duple Reliance 41-seater.
1953 BEDFORD Plaxton 35-seater.
1953 BEDFORD Duple 37-seater.
1952 BEDFORD Plaxton 33-seater.
1951 32 BEDFORD Duple 33-seater, choice of three.

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VARIOUS petrol and diesel coaches available for works or contract, some with good certificates of fitness, cheap to clear.

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1959 BEDFORD Duple Super Vega 41-seater, autumn tint interior with heaters, radio, etc., exterior cream with blue reliefs, very nominal mileage, choice of two, £3,150.
1959 BEDFORD Plaxton 41-seater, red interior, heaters, etc., exterior grey-red, most attractive coach, £3,150.
1958 COMMER TS3, Duple 41-seater, seating in floral moquette heaters, etc., exterior mainly cream with red reliefs, a very impressive vehicle, £2,850.
1958 BEDFORD Yeates Europa, 41-seater, red interior with heaters, exterior grey-red, very nice order, choice of three, £2,750.
1956 COMMER IS3, Plaxton 41-seater, red interior, radio, heaters, etc., exterior red-grey, smart and clean, in course of recertification, £2,685.
1954 BEDFORD Yeates Riviera, 36-seater, red interior with heaters, exterior maroon-grey, certified 1964, £1,885.
1952 BEDFORD Gurney Nutting 37-seater with cream-blue, blue interior with heaters, exterior red, smart, clean vehicle, note the price, £850.
1952 BEDFORD Plaxton 33-seater, red interior with heating, exterior recently repainted in red, width 5 ft, £1,285.
1951 LEYLAND Royal Tiger, Bellhouse 41-seater luxury coach, red interior with heaters, exterior grey-red, smart, clean vehicle, note the price, £1,285.
1950 CROSSLEY Duple 35-seater, red interior with heaters, exterior cream-red, certified 1965, £1,85.
1950 A.E.C. (9.6), Wilson full-front 31-seater, semi-observation coach, smart and clean, certified 1963, note the price, £385.

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1948 LEYLAND PS1 32-seater service saloons, in immaculate condition, certificates of fitness 1963.
LEYLAND and Guy double-decked buses, choice of 50, certificates of fitness from 1961 to 1963, prices from £175 each.

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ONE A.E.C. Regent Mk. III, fluid flywheel, registered 1948, first-class condition.
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SEVERAL R12s, ex-London, fitted 9.6 engines, full air brakes, very good condition.
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1954 BEDFORD petrol 35-seater Burlingham, certificate of fitness 1964.
1953 A.E.C. Mk. IV 39-seater Burlingham, immaculate, certificate of fitness 1964.
1952 BEDFORD Super Vega 35-seater, immaculate, certificate of fitness 1962.
1951 PSI LEYLAND full-front 33-seater, recertified, certificate of fitness 1966.
1951 TILLING-STEVENS, 6LW, full-front 33-seater, three lift-up seats, certificate of fitness 1964.
1950 FODEN 6LW full-front 33-seater, certificate of fitness 1965.
1950 FODEN TS full-front 33-seater, new engine, certificate of fitness 1964.
1950 29-seater BEDFORD, immaculate, certificate of fitness 1962.

WE are now taking orders for the new Seagull 1961, mounted on BEDFORD chassis. Our demonstration coach is available for your inspection.
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SUPER DOUBLE-DECKERS.

1951-48 BRISTOL 56-seater high-bridge double-deckers with Metcam all-metal bodies, half-sliding windows, etc., fitted late series low-mileage 5LW Gardner, A.E.C. 7.7 and Bristol AV96 diesel engines, in super mechanical and body condition, certificate of fitness to 1965-63, choice of 30, price £450-£500.
1948 bridge 56-62-seater double-decker, teal and metal bodies with late series low-mileage PDI 7.4 diesel units, crash boxes, in super mechanical and body condition, certificate of fitness to 1962, choice of four, price £400-£450.
1947-48 Mark III and RT, type A.E.C. double-deckers (not ex-London Transport) with 50-seater Metcam all-metal bodies, fitted late-series low-mileage 9.6 A.E.C. diesel engines (some under 15,000) in super mechanical and body condition, complete in all details and ready for immediate service, certificate of fitness to 1963-62, choice of four, price £500-£650.

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1961 FORD Traders with 41-seater Burlingham and Duple bodies, available for inspection and immediate delivery, some in colours, others awaiting painting instructions, available for inspection at Burlingham and Duple works, choice of 10.
1952 LEYLAND Beadles with Beadle all-metal 35-seater Continental full-front full-luxury body, special high-backed luxury seating, etc., in immaculate mechanical and body condition, some with certificate of fitness to 1962 others just recertified to December, 1964, choice of 16, price £950.
1952 39-seater A.E.C. Beadles, all-metal full-luxury Continental bodies, front entrance sliding door, centre roof-lights, Continental interior, rack and pinion lighting, fitted 7.7 A.E.C. diesel engines, certificate of fitness expiring end of 1962, price £950.

1951 engine, Mann Egerton 45-seater, 2-tier luxury seating, certificate of fitness 1962, choice of two, price £600-£650.

1951-45 A.E.C.s and Bristols, fitted Willowbrook low-mileage 7.7 A.E.C. diesel units, certificate of fitness end of 1961, price £350.

1950 BRISTOL 31-35-seater E.C.W. full-front full-luxury coaches, fitted Formica interior throughout, fitted late-series low-mileage Bristol AV9.8 diesel engines (15,000 miles only), Continental mechanical and body condition, certificate of fitness 1965-64, choice of 12, price £750-£700.

1950 BRISTOL 30-35-seater Windover and E.C.W. half-cab coaches, fitted late-series low-mileage Bristol AV9.8 and Gardner 5LW diesel engines, certificate of fitness 1965-64, choice of six, price £700-£650.

1949 Mark III 35-seater service saloons, with Brush and Park Royal all-metal bodies, fitted 7.7 and 9.6 A.E.C. diesel engines, in excellent mechanical and body condition, certificate of fitness 1963-2, choice of 10, price £550-£275.

1949 GUY Vixen 30-seater, full-front petrol coach, exceptional condition, certificate of fitness 1963, price £425.

1948 LEYLAND PS1s with 35-seater Willowbrook thin-wall all-metal service saloon bodies, fitted low-mileage PS1 engines, in excellent mechanical and body condition, certificate of fitness to end of 1961-62, choice of 24, price £350-£400.

1948-47 BRISTOLS with E.C.W. 35-seater thin-wall all-metal service saloon bodies, fitted late-series low mileage 5LW Gardner engine, in immaculate mechanical and body condition, certificate of fitness expiring end of 1962, choice of seven, price £450-£500.

1948 NAUDSLAY with Burlingham and Duple 33-35-seater bodies, fitted 7.7 A.E.C. diesel engines in excellent mechanical and body condition, certificate of fitness 1964-62, choice of 10, price £200-£250.

1948 LEYLAND PS1s, fitted 35-33-seater Burlingham Duple and Willowbrook full luxury bodies fitted full luxury seating, fitted low-mileage late series 7.4 Leyland diesel engines, certificate of fitness 1963-61, choice of 10, price to clear, £325-£350.

1948-49 BEDFORD 29-seater, extra, certificate of fitness 1963-61, price £175-£200. Also Crossley and Daimler with Willowbrook and Duple bodies, £175 each.

1938 A.E.C.s with 1951-52 Plaxton E.C.W. and Willowbrook 35-seater service saloons and coach bodies, fitted low-mileage late series 7.7 A.E.C. diesel engines, certificate of fitness to end of 1962-61, choice of six, price £350-£400.

ENGINES. We have in stock engines complete with fuel pumps, dynamo and starter for all well-known makes of passenger vehicles, complete with clutch and gearbox, price £150; Gardner 6.5, 5LW and 5LW, A.E.C. 7.7 and 9.6; Leyland 8.6 and PS1; Dennis Mark III 6-cylinder. Prices ranging from £100 to £175.

SEATING. Prices ranging from £100 to £175. Reclining full luxury Continental seating, very high backed. Colour green and grey moquette with ivory headrests. Cost when new £550-£600. Very little used since 1956-57. Price £60 per set.

10-LITRE Meadows diesel engine, ex-Tilling-Stevens, complete with fuel pump, dynamo and starter, 5-speed box, in good running condition, £95.

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SPECIAL H.P. FACILITIES.

THESE are only a few of well over 200 passenger vehicles of most well-known makes and seating capacities which are available for immediate inspection and test. Write for stock lists.

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LODGE GARAGE,
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GOMERSALL,
NEAR LEEDS.

OWING TO SHORTAGE OF SPACE
SLASHING REDUCTIONS IN PRICES
OF ALL VEHICLES.

1961 NEW MACHINES.
A.E.C. Reliance, fitted with 41-seater Plaxton body, duo grey and red exterior, with red interior and fitted with heaters, glass roof quarters, tubular racks, top sliding windows, central entrance with mat in well.
A.E.C. Reliance machines, fitted with either Plaxton or Burlingham bodies and offering a choice of colours and specifications.
FORD Trader, fitted 41-seater Plaxton full-front luxury body, cream and red exterior, with red and grey interior, radio and heater, glass roof quarters, tubular racks and wheel discs.
FORD Traders, fitted with Plaxton, Duple or Burlingham bodies, colours and specifications to choice.
BEDFORD SBI chassis, fitted with 41-seater Duple or Burlingham bodies, offering a choice of exterior colours and specifications.
BEDFORD SBI chassis, fitted with Plaxton, Duple or Burlingham bodies, colours and specifications to choice.
TROJAN 41-seater coach, in primer and fitted with heater.

FIRST-CLASS USED MACHINES.

1960 June, BEDFORD SBI diesel 41-seater Plaxton, cream exterior with red interior, C-type bodies with raised-up floor, side doors and many extras, 16,000 miles, choice of six.
1960 June, BEDFORD SBI diesel 41-seater Duple body, cream exterior with red interior, many extras, 15,000 miles.
1960 June, BEDFORD diesel, fitted with Burlingham body and finished in maroon and ivory with red and grey interior, heaters and top sliding windows, certificate to 1967.
1960 June, BEDFORD 41-seater Duple, K-type moulding, fitted with red and cream with red interior, top sliding windows, choice of two.
1960 June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 7-ft. 6-in. wide, K-type moulding, glass roof quarters and many other extras, 18,000 miles, choice of two.
1960 June, FORD Thames Trader 41-seater Duple, cream exterior with red interior, 8-ft. wide, glass roof quarters and tubular racks, K-type moulding, choice of two.
1960 June, FORD Thames Traders, 41-seater Plaxton bodies, choice of two, finished in cream with red interior and fitted with heaters, glass roof quarters with blinds, tubular racks and arm rests.
1959 A.E.C. Reliance, choice of four, fitted with Panoramas bodies and finished in grey and red with red and grey interior, one-owner machines and absolutely as new.
1959 FORD Thames Trader, fitted with 41-seater Duple body finished in ivory with red interior, choice of six machines, fitted heaters, lift-up roof, arm rests, fog FOR, etc., K-type moulding.
1959 FORD Thames Trader, choice of three Burlingham bodies finished in green and cream with red interior and fitted with Eaton 2-speed axle.
1959 BEDFORD SBI chassis, choice of two 41-seater Plaxton bodies, finished in yellow and black with grey and black interior, fitted with radio, heater, wheel discs.
1959 BEDFORD SBI, petrol, with Plaxton 41-seater body, finished in ivory with red interior, immaculate throughout.
1957 BEDFORD petrol 42-seater service bus, Duple body finished in red and cream and fitted with heater, all leather seats, in first-class condition.
1956 BEDFORD, petrol, choice of six 41-seater Plaxton and Duple bodies, various colours and specifications.
1956 COMMERCIAL TS3 with Eaton 2-speed axle, Duple 41-seater body, finished in red and cream with red interior, fitted with heater, glass roof quarters, tubular racks, top sliding windows and Formica casing panels, certificate of fitness to 1966.
1956 COMMERCIAL TS1 with Eaton 2-speed axle, Plaxton 41-seater body finished in cream with autumn tint interior and fitted with glass roof quarters, tubular racks, public address system, armrests and Formica casing panels, certificate of fitness to 1966.
1956 BEDFORD with 41-seater Plaxton body, pink and maroon interior with roll all-leather seats, heater, glass roof quarters, tubular racks and Formica casing panels, certificate of fitness to 1966.
1956 BEDFORD, 41-seater body by Duple, choice of two in blue and ivory with red interior, lift-up roofs and Formica casing panels, certificate of fitness to December, 1966.
1955 COMMERCIAL TS3 with 2-speed axle, choice of three 35-seater bodies finished in cream with autumn tint interior, immaculate condition.
1955 COMMERCIAL TS1 with 2-speed axle, 39-seater Plaxton body finished in cream with autumn tint interior and fitted with lift-up roof and Formica casing panels.
1955 May, COMMERCIAL TS1 with Eaton 2-speed axle, finished in autumn tint with cream and fawn interior and fitted with heater.
1950 BEDFORD 29-seater Plaxton.

THE FOLLOWING MACHINES ARE TO SELL AT
KNOCK-OUT PRICES TO CLEAR.
NO PART-EXCHANGES TAKEN AGAINST THESE
VEHICLES.

1956 ROLLS-ROYCE Harrington Contender 27-seater, immaculate condition, fitted with automatic transmission, lift-up roof, luxury seats with armrests and top sliding windows, public address system, £1,250.
1955 A.E.C. Bedford, Sirach body with 24 armchair seats and lift-up roof, Eaton 2-speed axle, £1,100.
1954 BEDFORD, 37-seater Burlingham body finished in red and ivory with fawn and red interior, lift-up roof, £1,250.
1954 Associated Coachworks body red interior, new engine certificate of fitness to 1964, £650.

(Continued in next column)

1954 SENTINEL, choice of four, 40- and 44-seater service buses, certificate of fitness to 1964, £700 each.
1954 SENTINEL, full-front 35-seater body finished in red with red interior, 5-speed box, certificate of fitness to 1964, £700.
1953 BEDFORD with 35-seater Plaxton body, petrol engine, finished in cream with autumn tint interior and fitted with heaters, lift-up roof and Formica casing panels, certificate of fitness to 1963.
1953 BEDFORD, petrol, 30-seater Yeates Riviera body, finished in red and cream with red interior and fitted with lift-up roof, £1,200.
1953 COMMERCIAL Contender, 27-seater body on 9.00 x 20 tyres, with Eaton 2-speed axle, £850.
1952 A.E.C. Mark 4, 41-seater Duple body finished in cream with autumn tint interior and fitted with lift-up roof, heater, Formica casing panels and armrests, certificate of fitness to May, 1962.
1952 DAIMLER, 37-seater Burlingham Seagull body, finished in duo grey and red with red interior, and fitted with radio and top sliding windows, £1,295.
1952 COMMERCIAL 33-seater Plaxton body, Eaton 2-speed axle, 52 A.E.C. 37- and 41-seater Burlingham bodies, choice of colour and fitted with new-type lift-up roof and Formica casing panels, £1,450 each.
1951 MAULDSLAY, A.E.C. 7.7 engine, 33-seater Burlingham body, finished in red and cream with red interior.
1951 FODEN 2-stroke Bellhouse Hartwell 39-seater, £400.
1950 L-LELAND 33-seater, Plaxton full-front body.
1949 50 A.E.C. 9.6 engine, 33-seater Windover body, choice of two, £275 each.
1949 8-9 LEYLAND PSI, choice of six at £250 each.
1947 May, A.E.C. 9.6 engine, 33-seater Burlingham body with Plaxton full front, finished in red and cream, certificate of fitness to June, 1964.
1948 MAULDSLAY, A.E.C. 7.7 engine, 33-seater Burlingham body with Plaxton full front, finished in red and cream, certificate of fitness to 1962.
1946 GUY double-deckers, 30-seater Park Royal bodies, choice of 5- and 6-cylinder engines, £250 each.
A Few BEDFORD 29-seaters, 1947-1950, at £200 each.
CHOICE of a further 50 machines in stock. Your inquiries welcomed.
ALL types of passenger vehicle spares for immediate disposal, including Mark IV A.E.C. 9.6, Leyland 7.4, Guy, etc.
NEW machines 20% deposit and the balance over four years, late-type second-hand machines 20% deposit and balance three years.
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1960 FORD 11-seater, low mileage, £675.
1958 BEDFORD (petrol) Plaxton 41-seater, choice of five, from £2,425.
1957 COMMERCIAL TS3 51-seater Plaxton, £2,400.
1957 COMMERCIAL TS3 41-seater Duple, £2,450.
1957 LEYLAND Royal Tiger 41-seater.
1953 CROSSLEY 37-seater Churchill.
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896-273

FRANK COWLEY.

200
BUSES AND COACHES

ACTUALLY IN STOCK READY FOR IMMEDIATE SERVICE.

1956 BEDFORD Plaxton 41-seater super-luxury coach, this machine is definitely unmarked and in new condition throughout and cannot be repeated, £2,250.
1953 DENNIS diesel-engined Falcon 33-seater full-luxury Plaxton coach, 2-speed axle, definitely unmarked and as new, looks exactly like 1958 Bedford Plaxton, certified 1963, special bargain, £695.
1953 LEYLAND Royal Tigers, 41-seater coaches, all in excellent condition and ready for immediate service, £1,150 each.
1952 A.E.C. Mark IV underfloor-engined 39- and 37-seater full-luxury coaches, all in excellent condition and ready for immediate service, £1,150 each.
PD2 LEYLAND high-bridge double-deckers, all fitted with good batteries, certified 1962, £395 each.
1948 And 1949 LEYLAND PSI 34-seater service buses, front entrance, powered by Leyland PSI diesel engines, £275 each.
1949 And 1948 A.E.C. 9.6 all-metal high-bridge double-deckers, super condition throughout, full air brakes, certified 1961-1962 and 1963, from £325 each.
1949 A.E.C. low-bridge double-decker, fitted with A.E.C. 9.6 diesel engine, a very fine machine, ready for immediate work, certified 1962, £325.
1945 55-seater GUY low-bridge double-deckers, fitted with Gardner SLW diesel engines and 1954 bodies, all immaculate, certified 1963, £350 each.
1949 BRISTOL 32-seater coaches, powered by Gardner SLW diesel engines and 5-speed gearboxes, £325 each.
A.E.C. 39-seater service buses, 8-ft. bodies, 7.7 diesel, certified 1963, £275 each.
L and 1950 bodies, excellent and very clean throughout, £225 each.
ALL the above vehicles carry our three months' guarantee and are fitted with good, serviceable or new batteries.

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(Supplement)

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THE COMPLETE SERVICE TO COACH OPERATORS.

GUARANTEED DELIVERY OF NEW COACHES
WHENEVER REQUIRED BETWEEN NOW AND
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INCLUDE:—

1961 BEDFORD Duple Super Vega.
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1961 Ford Duple Yeoman.
1961 BEDFORD Yeates Fiesta.
1961 FORD Yeates Fiesta.
1961 COMMERCIAL Avenger Yeates Fiesta.
1961 A.E.C. Yeates Fiesta.

IMPORTANT NOTICE: THE NEW BEDFORD FRONT-ENTRANCE YEATES PEGASUS 44-SEATER BUS IS NOW IN SERVICE AND WE ARE NOW TAKING ORDERS FOR DELIVERY DURING JUNE AND JULY. THIS CHASSIS IS ALSO AVAILABLE WITH FULL LUXURY COACHWORK. PHOTOGRAPHS, SPECIFICATION AND PRICES ON REQUEST.

QUALITY TESTED GUARANTEED
USED LUXURY COACHES.

1960 BEDFORD SBI Duple Super Vega 41, very low mileage, cream with red moquette interior, Continental divided seats, very clean, choice of two.
1959 BEDFORD SBI (petrol) Europa 41, red and cream, red moquette interior, Continental divided seats, excellent condition, choice of two.
1958 BEDFORD SBI Europa 41, blue and cream, red moquette, very low mileage, as new.
1957 BEDFORD SBI Duple Super Vega 41, cream and blue, red moquette.
1959 BEDFORD SBI (diesel) Duple Super Vega 41, cream with small black relief, red moquette, many extras include heater radio, roof quarter racks and tubular racks; choice of two.
1959 Registered December, 1958, COMMERCIAL TS3 Burlingham 41, superb low-mileage coach with many extras, red and cream, red moquette.
1957 COMMERCIAL TS3 Europa 41, red and cream, red plaid moquette, very smart, carefully maintained.
1957 And 1955 COMMERCIAL TS3 Plaxton 41, cream and red, red interior, choice of two, very good coaches.
1955 And 1956 A.E.C. Reliance Duple Britannia 41, cream and red, red moquette, from the seaside, exceptionally clean and almost unused.
1956 A.E.C. Reliance Riviera 41, cream and blue, red moquette, most impressive and clean coach.

WORKS TESTED COACHES—

CAREFULLY CHECKED AND SERVICED.
SELECTION FROM LARGER STOCK.

1950 BEDFORD Duple Vista, 29 high-back seats.
1949 BEDFORD Duple Vista, 29 high-back seats.
1952 BEDFORD Duple Vega, 33, blue and grey, green moquette, fitted heaters, clean coach.
1953 BEDFORD Duple Vega 36, grey and red, red moquette, Formica sides, top sliders, above-average condition.
1954 BEDFORD Duple Super Vega, 36 (plus courier), red and cream, red moquette, very good.
1952 A.E.C. Mk IV (underfloor) Burlingham Seagull 41, maroon and cream, red interior, very well tired, very clean inside and out, in fact a first class coach.
1952 A.E.C. Mk IV (underfloor) Burlingham Seagull, 41, all cream, red interior, most reasonably priced.
1951 LEYLAND Royal Tiger, Harrington Wayfare, dorsal fin, 41, grey and black, interior red, most impressive clean and smart coach.
1951 LEYLAND Royal Tiger, Burlingham Seagull, 39, recently restored blue and cream, red interior, another very useful luxury coach at special low price. Another 37-seater Royal Tiger Burlingham also in stock.
1951 DAIMLER Freeline Burlingham Seagull, 35, cream and green, green moquette, in very good condition, a most comfortable coach, special low price.

MANY OTHER COACHES, INCLUDING DIESEL HALF-CAB AND FULL-FRONT COACHES NOW AVAILABLE.

PLEASE WRITE FOR FULL DESCRIPTIVE LIST.
FOR PERSONAL FRIENDLY ATTENTION AND SERVICE WRITE, 'PHONE OR CALL:—

W.S. YEATES, L. TD.

PHONE, LOUGHBOROUGH 4321 (PBX)

896-67

1959 BEDFORD Super Vega, Duple, petrol, certificate of fitness 1966.
1955 BEDFORD Vega, Plaxton, certificate of fitness 1965.
1954 ALBION full front, Duple, diesel, certificate of fitness 1964.
1951 ALBION full front, Duple, diesel, certificate of fitness 1964.
1951 ALBION full front, fitted with Perkins P6, certificate of fitness 1962.
BLAND MOTORS, Bridge Street Garage, Lockersbie, Phone 345, 897-9752.
A51

Used Passenger Vehicles (contd.)

E. J. BAKER AND CO. (DORKING), LTD.
COACH SHOWROOMS AND SERVICE STATION
FARNHAM TRADING ESTATE,
FARNHAM, SURREY.

Phone, Farnham 4626-7 and 3227, 8 a.m. to 6 p.m.
After 6 p.m., Farnham 4481.

WE CAN OFFER DELIVERY OF THE FOLLOWING
NEW VEHICLES PAINTED TO INSTRUCTIONS:—

- 1961** Models BEDFORD SBI diesel, Duple bodies, 5-speed gearboxes, list price.
1961 BEDFORD diesel Plaxton, standard bodies, 5-speed gearboxes, list price.
1961 BEDFORD diesel Plaxton C body, 2-speed axle, quarter lights, numerous extras, list price.
1959 BEDFORD petrol Duple 41-seater, glass roof quarters, heaters, red interior, maroon-ivory exterior, choice of two, immaculate vehicles, £3,250.
1959 July, COMMER TS3 Duple 41-seater, 5-speed gearbox, glass roof quarters, many other extras, autumn tint interior, pink-grey exterior, certificate of fitness 1964, choice of three from £550.
1959 BEDFORD PSV 11-seater, green-cream exterior certificate of fitness 1966, choice of three from £550.
1958 BEDFORD Vegas, 37-41-seaters, red interior, green exterior, choice of three, £2,850.
1956 BEDFORD petrol Duple 41-seater, green interior, Formica side casings, heater, radio, very clean, certificate of fitness March 1961, £2,600.
1955 BEDFORD Duple 38-seater, red interior, cream exterior, very clean, certificate of fitness June 1961, £2,150.
1955 BEDFORD Yeates 36-seater, red interior, fitted heater, certificate of fitness 1965, £1,650.
1954 BEDFORD Plaxton 38-seater, red interior, recently retinted, green-cream exterior, very clean, certificate of fitness 1964, £1,950.
1953 BEDFORD petrol 35-seater Duple, fawn interior, 7 ft. 6 in. wide, one owner only, very clean, certificate of fitness 1963, £1,650.
1951 DENNIS Falcon, 33-seater Strachan body, certificate of fitness 1963, £550.
1953 BEDFORD Yeates, 35-seater body, red interior, cream-red exterior, certificate of fitness 1963, £1,475.
1951 A.E.C. Regal Mark IV Burlingham Seagull, 39 seats, blue interior, green-cream exterior, certificate of fitness June 1961, £1,450.
1950 ALBION diesel 31-seater, Reading bodies, very clean, certificate of fitness 1962, choice of two, £450 each.
1947 LEYLAND PSI 34-seater buses, rear entrance, choice of three, £135 each.
1946 7-8 BEDFORD OV chassis, fitted 29-seater Harrington bodies, high-backed seating, fitted heaters, one owner only, choice of six from £185.
1947 8 DAIMLER Plaxton and Duple bodies, 35-seaters, clean machines, from £195.
1951 52 BEDFORD Vegas, 33-35-36-seaters, choice of several from £1,000.
1950 COMMER Avenger, 33-seater Strachan body, blue interior, certificate of fitness 1962, £295.
WE usually carry a stock of cheap vehicles suitable for shops and carrying workmen, etc.
AS Plaxton authorized repairers for the south we offer a good repair service, also painting and trimming, crash jobs our speciality.
WE can usually arrange to hire you a coach while yours is off the road.
WANTED, several 7-ft. 6-in. BEDFORD Duple 33-seater Vegas, good price allowed in part-exchange for cash for a new or good used vehicle. 896-461

- 1953** BEDFORD Burlingham 35-seater plus courier, maroon and red heater, certified 1963, £1,250.
1951 A.E.C. Mark IV Burlingham 37-seater, maroon and red, heater, reclining seats, certified July 1961, £1,350.
1950 A.E.C. 9.6 Duple 35-seater, maroon and red, heater, certified 1962, £500.
1950 LEYLAND PS2 Whitton full-front 33-seater, blue, heater, certified 1964, £550.
ROYAL BLUE COACHES, Plychley, near Kettering, N. Northants. Phone, Broughton 244. 896-224
14-SEATER COMMER, luxury seating, £550; 35-seater Dennis, 1950, £525; 41-seater Bedford, 1950, H.P. can be arranged. Please phone Shaw, Market Deeping 2224. 898-9770

TAYLORS (P.S.V.), LTD.
WORCESTER STREET,
GLOUCESTER.
Phone, Gloucester 22228.

- 1960** Thames Plaxton, all-hide upholstery, heater, discs, £3,500.
1960 BEDFORD Plaxton, red and cream, radio, heater, discs, Formica sides, £3,450.
1959 Thames Burlingham, clean condition, red and cream, heaters, choice of two, £2,900.
1959 Thames Duple, radio, heaters, wheel discs, £3,200.
1958 BEDFORD Duple, radio, heater, K moulding, very much above average, lilac and maroon, £2,850.
1958 BEDFORD Duple, blue and cream, heater, discs etc., new engine being fitted, exceptionally clean, £2,675.
1957 BEDFORD Plaxton, dome quarters, Formica sides, radio, heaters, d.s.c. Windtone horns, blinds to all windows, domes and quarters, reconditioned engine, £2,650.
1955 A.E.C. Reliance, certificate of fitness 1965, radio, heater, quarters, Formica sides, discs owner-driven.

ALSO A SELECTION OF
A.E.C. AND LEYLANDS,
FULL FRONTS AND HALF CABS,
WITH CERTIFICATES OF FITNESS,
ALSO
29-14-SEATERS. PETROL.
PHONE, GLOUCESTER 22228.
896-163

Used Passenger Vehicles (contd.)

BARNARD AND BARNARD, LTD.
PASSENGER AND COACH DEALERS.

ALL VEHICLES ADVERTISED ARE ACTUALLY IN STOCK AND CAN BE INSPECTED AT OUR ADDRESS OR AT YOUR PREMISES.

- NEW FORD Thames Plaxton Embassy 41-seater, fitted with Perspex quarters, Formica side panels, heaters, radio and microphone, interior red moquette, immediate delivery.
NEW FORD Thames Duple Yeoman 41-seater, fitted with Perspex quarters, Formica side panels, heaters, radio and microphone, interior red moquette, immediate delivery.
1959 BEDFORD SEI, 41-seater full-luxury Duple body, fitted with radio and heater, also many other extras, certificate of fitness 1966; choice of two.
1958 Duple Britannia body, front entrance, radio and speed, amplification, heaters, top sliding windows, in excellent condition throughout, certificate of fitness 1965; choice of two.
1957 BEDFORD, 41-seater full-luxury Plaxton body, fitted with Perspex quarters, Formica side panels, heaters, interior grey and red moquette, in excellent condition throughout, certificate of fitness 1964; choice of two.
1956 BEDFORD Super Vega, 41-seater full-luxury Duple body with Perspex quarters, Formica side panels, heaters, public address system, interior fawn and red moquette, in good, clean condition throughout, just been reconditioned; choice of two.
1955 A.E.C. Reliance, 41-seater full-luxury Burlingham Seagull body, front entrance, radio and heater, in good clean condition throughout, certificate of fitness 1965.
1955 BEDFORD Super Vega, 41-seater full-luxury Duple body fitted with radio and heater, Formica side panels, top sliding windows, interior autumn tint, in good clean condition throughout, certificate of fitness 1965.
1955 COMMER TS3, 39-seater full-luxury Plaxton Ventura body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.
1954 BEDFORD Super Vega, 35-seater full-luxury Duple body, fitted with heater, lift-up roof vents, in good clean condition throughout, certificate of fitness 1964.
1952 A.E.C. 9.6 engine, full-front 39-seater, full-luxury Whitson observation coach, good tyres, in good clean condition throughout, one owner since new, certificate of fitness 1962.
1950 DENNIS Lancet, 35-seater full-luxury Duple body, Formica side panels, heater, in good clean condition throughout, certificate of fitness 1964.
1950 ALBION, 35-seater full-luxury long-well green body fitted with heater, interior blue patterned moquette, in good clean condition throughout, certificate of fitness 1963.
1950 Model BEDFORD Vista, hand-operated door, 29-seater full-luxury Duple body, fitted with heater, Formica side panels, in good clean condition throughout, certificate of fitness 1963.
1947-48 BEDFORD Vistas, 29-seater Duple bodies, certified 1961; choice of seven.
SEVERAL coaches suitable for workmen and mobile shops at very reasonable prices.

PART-EXCHANGES HIRE-PURCHASE.
YOUR FORD DEALERS.

PHONE, SYDENHAM 2224-5-6.

310-326 SYDENHAM ROAD,
LONDON, S.E.26.

AFTER HOURS, BIGGIN HILL 2330.

896-390

LAMBERTS OF KINGSTON, LTD.

MAIN FORD DISTRIBUTORS.

CONTACT US NOW FOR DETAILS OF USED PASSENGER VEHICLES.

SPECIAL PRE-SEASON OFFER.

140^A LONDON ROAD.

KINGSTON-UPON-THAMES, SURREY.

Phone, Kingston 7700 (20 lines) or

MOLESEY 6949 AFTER 7 P.M. 896-279

W. HAROLD PERRY, LTD.

MAIN FORD THAMES P.S.V. DEALERS.

STATION BRIDGE, WEALDSTONE,
MIDDLESEX.

- 1954** COMMER TS3 Plaxton 41-seater, Eaton speed, certificate of fitness 1964.
1952 BEDFORD petrol Yeates Melvin 35-seater, radio and heater, certificate of fitness 1963.
1950 COMMER Avenger All-weather 33-seater, certificate of fitness 1964, £450.
1949 COMMER Avenger Plaxton 33-seater, certificate of fitness 1963.

PART-EXCHANGE. HIRE-PURCHASE.
PHONE, HARROW 1031. 896-185

KINGSLAND AND SONS (CAMBERWELL), LTD.

- 1952** A.E.C. 9.6 engine, 41-seater Burlingham.
1952 CROSSLEY, 35-seater Strachan body, certificate of fitness 1962.
1952 38-seater BEDFORD, body by Gurney Nutting, certificate of fitness 1962.
1951 LEYLAND PS2, 37-seater Strachan body.
1947 GUY, 35-seater, full-front body by Plaxton, rehobed in 1952.
41 SEATER Thames body by Plaxton, available for immediate delivery.

246 BROMLEY ROAD,

CATFORD, S.E.6.

Hither Green 4881.

896-161

Used Passenger Vehicles (contd.)

CAMBERHILL MOTORS, LTD.
INGS ROAD, WAKEFIELD.

- NEW 1961 BEDFORD SBI diesel (and SBI petrol) 41-seater Plaxton Embassy, five now available.
NEW 1961 FORD Trader diesel 41-seater Plaxton Embassy, three now available.
NEW 1961 BEDFORD SBI diesel (2-speed axle) 41-seater Harrington Crusader, one now available.
NEW BEDFORD SBI diesel 41-seater Duple Super Vega, 2-speed axle, one available.
NEW BEDFORD SBI diesel 41-seater Burlingham Seagull 60, heater, radio, one only available.
NEW MORRIS J2 (petrol engine) 13-seater Minibus, primer, £644; and P.S.V. Minibus, certified.
NEW BEDFORD SBI diesel 41-seater Duple Super Vega, heater, radio, choice of three.
1960 BEDFORD SBI diesel 41-seater Burlingham Seagull 60, cream-red, heater, radio.
1960 A.E.C. Reliance, 7.75-litre, 41-seater Duple Britannia, choice of two, heater, radio.
1959 BEDFORD SBI petrol 41-seater Burlingham Seagull, heater, small mileage.
1959 BEDFORD SBI petrol 41-seater Duple Super Vega, heaters, choice of three, certified 1963-2.
1958 BEDFORD SBI petrol 41-seater Yeates Riviera, roof lights, choice of two, heater, radio.
1955 A.E.C. Reliance, 7.75-litre, 41-seater Duple Elizabethan, heater, radio, choice of two.
1955 BEDFORD (reconditioned) Perkins R9 38-seater Duple, cream-green, certified 1965.
1955 COMMER TS3 diesel 39-seater Thurgood, certified 1965, heater, luxury seating.
1954 A.E.C. Reliance, 7.75, 41-seater Burlingham Seagull, heater, radio, choice two.
1954 53 BEDFORD SBI petrol 36-73-seater Burlingham Seagull, certified 1965-62, choice two.
1954 GUY Arab (Gardner 6LW) 41-seater Burlingham Seagull, heater, certified 1964, choice two.
1953 BEDFORD petrol 33-seater Yeates Riviera, heater, radio, certified 1963.
1951 BEDFORD Vega (petrol) 33-seater Duple, certified 1961, heater, radio, choice three.
1951 LEYLAND Royal Tiger 43-seater Metalcraft, heater, certified 1965, luxury seats.
1950 A.E.C. Regal Mark III (9.6-litre) 33-seater Burlingham full-front heater, certified.
1950 49 BEDFORD Vista (petrol engine) 29-seater Duple, heater, choice five, certified 1963-62.

HIRE-PURCHASE FACILITIES, EXCHANGES.
Phone, Wakefield 6771 (10 lines). 896-336

- 1950** LEYLAND PS1 Burlingham full-front 35-seater, £650.
1949 BEDFORD 29-seater Duple Vista, high-back seats, certificate of fitness three years, £345.
1950 COMMER, 33-seater Strachan full-front body, 11 ft. 6 in., high-back seats, £475.
COWWAY HUNT, LTD., Brox Rd., Ottershaw, Phone, 350 Ottershaw 461; day and night.

SOUTHERN LIGHT COACH CENTRE

JOHNS CROSS GARAGE, LTD.,
ROBERTS BRIDGE 222-223, SUSSEX.

- NEW TROJAN 14-seater luxury coaches for immediate delivery, fitted new-style seats, diesel engine, 14 m.p.g., choice of colours, £1,475.
1960 TROJAN luxury coach, 1,000 miles only, red upholstery, fitted wheel discs, heaters, painted to your instructions, certificate of fitness to 1967, £1,350.
1959 BEDFORD 12-seater P.S.V. model, fitted new tyres, immaculate, £545.
1959 BEDFORD 41-seater, 35,000 miles, certificate of fitness to 1966, radio-public address system, immaculate, used seasonal only, £3,150.
1959 BEDFORD 12-seater P.S.V. model, one owner, immaculate, certificate of fitness to 1966, £550; fitted new tyres recently.
1957 MORRIS Minicouch, P.S.V. model, certificate of fitness to 1962, £475.
1959 AUSTIN Kenecoch, 12-seater P.S.V., heater, special body equipment, many extras, as new, certificate of fitness to 1966, £650.
1952 TILLINGS 37-seater luxury coach, in immaculate order throughout, interior as new, certificate of fitness 1962, £875.
1950 Rebuilt LEYLAND 35-seater Harrington, in excellent order, recent overhaul, £295.
1948 49 BEDFORD Duple 29-seater coach, certificate of fitness to 1962 (November), very much above average, £345. 896-526

DOUBLE-DECK buses, 58 seats, in running order; two 1947 A.E.C. Regal Mark III, A.E.C. 9.6-litre engines; one 1948 Daimler CVG6; also one 1948 Daimler CVG6 (58 seats), not in running order. Quantity of A.E.C. chassis and engine spare parts for above chassis, and also A.E.C. 7.7-litre engine. Inspection at Wheatheaf Depot, Sunderland. Full particulars and tender form from the General Manager, Sunderland Corporation Transport, Monkwearmouth, Sunderland (phone 5251). Offers for one or more should be made not later than Wednesday, February 22, 1961. 896-9732

STOCKLAND GARAGE, LTD.

MARSH HILL, ERDINGTON,
BIRMINGHAM, 23.
Phone, Erd 7239 and Erd 2488.

- 1953** LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness March 1963.
1953 BEDFORD, Duple body, 35-seater, blue and cream interior, certificate of fitness March 1963.
1952 LEYLAND Royal Tiger Harrington 41-seater, dural fin, blue, red interior, certificate of fitness April 1962.
1951 LEYLAND Royal Tiger, Yeates body, 41-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.
1951 LEYLAND Royal Tiger, Duple body, 41-seater, blue and cream, red interior, certificate of fitness 1966.
1951 LEYLAND Royal Tiger Burlingham 37-seater, blue and cream, red interior, certificate of fitness 1966; choice of two.
ALL the above vehicles have been maintained by ourselves since new.
1948 FODEN, 6LW Gardner engine, Windover body, 35-seater, fawn interior, certificate of fitness 1963. 896-236

THURGOODS OF WARE.

- 1959** BEDFORD Super Vega (41), petrol, 8 ft. wide, grey and green, red upholstery, seasonal use, many extras, £2,975.
- 1958** BEDFORD Super Vega (37), petrol, similar to above, £2,750. (Can be made into 41-seater.)
- 1958** AUSTIN PSV 11-seater, nice condition, £450.
- 1957** BEDFORD Super Vega (41), petrol, 7 ft. 6 in. wide, very clean, £2,500.
- 1957** BEDFORD Thurgood (40), petrol, one owner, top sliding windows, large Perspex roof vents, heaters, etc., 7 ft. 6 in. wide, cream and maroon, December, BEDFORD 20-21-seater coach, exterior cream, interior blue, excellent condition, very little use.
- 1957** BEDFORD Thurgood (40), petrol, red seating, exterior two shades of green, heaters, top sliding windows, 7 ft. 6 in. wide, certified to 1965.
- 1955** COMMER (41) coach, £1,675.
- 1953** COMMER (14), fitted Ford oil engine and gearbox, exterior green and cream, good condition, economical, certified to 1966, £850.
- 1952** TILLINGS full-front Thurgood body (37), 4-cylinder Meadows, second owner, economical, £775.
- 1951** BEDFORD Duple (35) plus courier, blue trim, £1,125.
- 1950** BEDFORD Vista, exterior green and grey, choice of two, from £525.
- OPEN** Sunday mornings for distant clients.

PHONES, Ware 2383; nights 2896.

896-70

SILVER LINE MOTORS.

VAUXHALL AND BEDFORD MAIN DEALERS.

- 1959** BEDFORD Plaxton 41-seater, 300 diesel, certificate of fitness 1966.
- 1957** BEDFORD Duple Super Vega 41-seater, petrol, choice of three, certificate of fitness 1964.
- 1956** BEDFORD Duple Super Vega 41-seater, petrol, recertified.
- 1952** BEDFORD Duple Vega 33-seater, certificate of fitness 1961.
- 1952** BEDFORD 37-seater Gurney Nutting, reconditioned engine, certificate of fitness 1963.
- 1951** A.E.C. Mk. IV 39-seater Burlingham Scagall body, radio, heaters, certificate of fitness 1961.

SILVER LINE MOTORS.

MOORLANDS,

WELWYN GARDEN CITY, HERTS.

Phone, Welwyn Garden 5494.

896-359

A. G. JULIAN.

BRIGHTON GARAGE.

BRIGHTON, TRURO, CORNWALL.

- 1960** BEDFORD SBI, 41-seater Duple Super Vega, 5-speed box, cream-red, quarter lights.
- 1958** COMMER TS3, 41-seater Plaxton, radio, heater, certificate of fitness 1965, grey-green.
- 1956** BEDFORD Duple, 41-seater, cream-brown heater, certificate of fitness 1965.
- 1956** COMMER TS1 Duple, 37-seater, 2-speed axle, heater, cream-maroon, being recertified.
- 1951** Duple Vega 33-seater, cream and red, radio, heater, full luxury seats.

HIRE-PURCHASE. PART-EXCHANGE.

PHONE, GRAMPOUND ROAD 55.

AFTER 7 P.M. NEWQUAY 3355.

896-422

J. A. DICKSON.

STOKE MANDEVILLE.

Phone, Stoke Mandeville 3261.

Two FORD Yeoman Duples.

Two FORD Yeoman Burlinghams.

Two BEDFORD 300 C.U. Burlinghams.

BEDFORD Duple, 300 C.U. diesel, 41 seats, quarter lights, immaculate condition.

COMMER TS3 Plaxton, 41 seats.

PART-EXCHANGES, H.P. etc.

896-204

£1,100 Only, 1953 BEDFORD, fitted Harrington 36-seater luxury body, 8-ft. wide, clean and good condition, certificate of fitness 1963.

£525 Plaxton, 8-ft. wide, radio and heater, excellent condition.

TERMS, etc. Wide and Bennett, Ltd., Hadfield, Manchester. Phone, Glossop 2902-3; after hours, 2356.

1951 ALBION 37-seater, very good condition, £250.

1950 LEYLAND PS2 33-seater, certificate of fitness, 1963.

1950 COMMER Avenger 33-seater, certificate of fitness 1964, £400.

1950 DAIMLER 35-seater, rebodied 8-ft. 1955, certificate of fitness 1961, £400.

1950 THOMAS MOTORS, LTD., Chorlton Green, H. Manchester. Phone, Ch 1535.

896-x1942

Used Passenger Vehicles (contd.)

1948 Thornycroft 33-seater, full fronted, certificate of fitness 1963, reconditioned engine 1950, good tyres, £275; 1947 Commer Commando 28-seater, certificate of fitness December, 1961, clean, one owner, £275. Walkers Garages, Ltd., Birchington, Thanet 41366.

896-37

PEARL GARAGE, LTD.

DENNIS Lancet III, 35-seater Duple bodies, 1947-48, certificate of fitness to 1962; choice of three from £325.

A.E.C. 9.6 33-seater, full-fronted, 1950, certificate of fitness to 1963, £450.

ALL ready for immediate service.

37 SOUTH EALING RD., London, W.5. Ealing 9046.

896-471

NORTHS (P.V.), LTD.

LEEDS.

HAVE A FURTHER BATCH OF:-

LEYLAND PD2s, 1949, 8-ft. wide bodies by Brush, 53-seater, low bridge, powered by 0600 engines, all carrying certificate of fitness and exceptionally clean.

LEYLAND PS1s, 1949, 32-seater, Brush bodies, certificate of fitness, quantity available, £225.

BRISTOLS, 1948, 35-seater E.C.W. bodies, powered by Gardner or A.V.W. engines, exceptional condition, certificate of fitness, £325.

BRISTOLS, 1948, high-bridge double-deck E.C.W. 56-seater bodies.

A.E.C. Gardner or A.V.W. engine, certificate of fitness, £285.

LARGE stocks of other makes available, too numerous to list. Contact us now, any trial, part-exchanges.

Terms arranged if required.

NORTH'S, Pontefract Rd., Leeds, 10, Phone, Rothwell 3157.

896-550

Unclassified Wanted

OILERS, buses or coaches, 1948-50, for contract work around £300-£400 cash. Severn Valley Motors, Avonmouth. Phone 3646.

899-959

WANTED. A number of modern 38-41-seater coaches, Bedford or similar.

WILDE AND BENNETT, LTD., Hadfield, Manchester. Phone, Glossop 2902-3.

896-321

WANTED. 40-44-seater diesel service bus, front entrance for self-conducting. Phone, Long Buckley 329.

896-x1949

NEW PASSENGER VEHICLES

BEDFORD

COACHES AND COMPONENTS, LTD.

469-475 HOLLOWAY ROAD, LONDON, N.7.

Phone, Archway 2647 (five lines).

ARE now taking orders for 1961 BEDFORD 29- to 41-seater-capacity luxury coaches, fitted with petrol or diesel engines.

PART-EXCHANGES and **H.P.** terms arranged to your satisfaction.

xxx-0778

CALLING ALL

COACH OPERATORS.

1961 41-SEATER DUPLÉ BEDFORD

LUXURY COACHES

NOW READY WAITING FINISHING INSTRUCTIONS.

DELIVERY IN SIX WEEKS FROM RECEIPT OF YOUR REQUIREMENTS.

FULL DETAILS FROM OUR

COMMERCIAL VEHICLES CENTRE.

Phone 28281.

ADAMS AND GIBBON, LTD.

WESTMORLAND ROAD, NEWCASTLE.

898-9769

ARLINGTON MOTOR CO., LTD.

LONDON'S LEADING PASSENGER

AND

COMMERCIAL VEHICLE SPECIALISTS.

CAN OFFER IMMEDIATE DELIVERY FROM STOCK

OF NEW BEDFORD PETROL OR DIESEL CHASSIS.

DUPLÉ, BURLINGHAM, PLAXTON AND HARRINGTON COACHWORK.

HEAD OFFICE.

HIGH ROAD, PONDERS END.

ENFIELD, MIDDLESEX.

PHONE, HOWARD 1266.

896-246

New Passenger Vehicles (contd.)

FORD THAMES

HENDY FOR FORD.

BRITAIN'S FIRST MAIN DEALER.

FORD THAMES COACHES.

DEMONSTRATIONS ANYWHERE.

HIRE-PURCHASE AND PART-EXCHANGES.

PERCY HENDY, L. TD.

VINCENT'S WALK.

Southampton 28331.

THAMES HOUSE.

Chandlers Ford 2271.

896-210

LAMBERTS OF KINGSTON, L. TD.

MAIN FORD DISTRIBUTORS.

1961 THAMES Duple and Burlingham now available

from stock. Part-exchange and H.P. terms to

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SCAMMELL flat 15-ft. trailers, 5-ton capacity, from

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10 TON artic. freight trailers, ideal for site offices,

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NEW COMMER T3 tractor units with automatic or fifth wheel couplings.

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1950 COMMERCIAL petrol, with 15-ft. fixed body.

1950 BEDFORD petrol with 14-ft. 6-in. Jennings container.

1953 BEDFORD petrol with 15-ft. Smiths fixed body.

1957 COMMERCIAL 7-ton diesel with 20-ft. Carmichael container.

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UNREGISTERED BEDFORD OY 800-gallon tankers, new batteries, spare wheel, good order. £200. Bedford OL 4 x 4 900-gallon tankers with pumping equipment, £250. L. W. Vass, Ltd., Amphil, Bedford. Amphil 3255. 896-822

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NEW COMMER TS3 Unipower third axle, 18-ft. body, ideal coal haulage.

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EDWARDS & SONS (CARMARTHEN), LTD., W. Lowy Garage, Carmarthen. Phone, Carmarthen 6482. 896-87

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1960, September, COMMER TS3 10-yd. tipper, as new, negligible mileage, £1,200.

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1959 BEDFORD, 7-ton normal-control, diesel, 8-cu.-yd. tipper, 33,000 miles, 2-speed axle, £725.

1959 FORD Trader 7-ton diesel fixed-side 6-cu.-yd. tipper, 18,000 miles only, £725.

DAWNIER MOTORS, LTD., Ewell By-pass, Surrey. Ewell 2382. 896-538

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COUNTY OAK SERVICE STATION, LTD., London Rd., Crawley, Sussex. Crawley 25475-6-7. 896-523

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USED tractor units always available.

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FIFTH wheel Taskers "D-S" automatic or "Mechanical Horse" couplings.

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JOHNSON-ROBERTS, LTD., Specialists in crankshaft regrounding, cylinder boring, sleeve and valve-seat inserting, connecting-rods remanufactured and machined, main bearings line bored, surface grinding, metal spraying; exchange Bedford 28 h.p. short motors a speciality; also complete engines of some popular types. Stockists of Hepolite pistons, liners, Cord and Duxflex rings, Glacier bearings and Vandervell bearings, valve guides, small-end bushes, etc.; rebore; trade discounts allowed. Exchange service or ground crankshafts and bearings. Write or phone London's oldest-established concern. Johnson-Roberts, Ltd., 12 Pembroke Rd., Hounsey, N.8. Phone, Mountview 0111-4. 222-612

GARAGE EQUIPMENT

METAL rectifier battery chargers, 230 volts A.C. input, three output circuits with maximum of 24 6-volt batteries, ex W.D., £25 carriage paid.

L. W. VASS, LTD., Amphil, Bedford. 222-999

PADDON-THOMSEN Mk. 3 auto. cylinder-boring machine, capacity 2½ in. x 5 in., 440 v., Harvey-Frost 5-ton towing ambulance, 165; Mann Egerton 20-cwt. work-shop crane, £35; Morris 1-ton work-gear pulley block, with geared travel trolley, £15. All new condition. Write for details. D.S. Discount Sales, Dept. C.M., Holyhead Rd., Chirk, Nr. Wrexham. Phone 2169. 222-676

GEARBOXES

CROSSROADS COMMERCIALS, LTD., Gildersome, near Leeds. Morley 4144-5-6. Exchange service on most types of gearboxes. 222-986

USED UNITS, Whitefield, Burnley (phone 2262). Main and auxiliary gearboxes for most makes. 222-674

JOHN CHARLTON (BOLTON), LTD., commercial vehicles and spares, Bent Street Works, Kearsley, near Manchester. Phone, Farnworth 1884.

ALBION, A.E.C., Leyland, Dennis, Maudslay, David Brown, Atkinson, E.R.F., Moss 4- and 5-speed main and auxiliary boxes always in stock. 222-936

AUTOREX (LIVERPOOL), LTD., vehicle dismantlers, Holmes Lane, Liverpool, 21. Waterloo 2321. 222-956

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BRISTOL gearbox, £95. Hatter Bros., Austin Agents, Grays, Essex. Purfleet 5488. 896-146

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ANY size of lift-off container built to order.

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LORRY covers made to size or shaped. Second-hand sheets, Henry Brady, Ltd., 263 Glossop Rd., Sheffield, 10. 222-903

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MOBILE work benches, as supplied Air Ministry J. Campbell Park, Childwall Valley Rd., Liverpool 222-839

CUTHBERT crankshaft grinder for maximum journal diameter of 3 in., good condition, very little used. can be seen operating, £450.

J. H. SPARSHATT AND SONS, LTD., London Rd. J. Hilsea, Portsmouth, Hants. Phone, Portsmouth 60361. 896-477

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USED UNITS, Whitefield, Burnley (phone 2262). Steel mudguards, most sizes, single and twin, also tandem.

NEW heavy-gauge rear mudguards, 32 by 6.34 by 7.36 by 8.40 by 8 single or twin, latest pattern; immediate delivery. Woodfield and Turner, Ltd., Nurn St., Burnley. Phone 3065. 222-777

GLASS-FIBRE mudguards, no corrosion, reduced weight, less maintenance. Gold Star Services 97 Felpham Way, Bognor. 222-9660

NIGHT REPAIR SERVICE

KIDDERMINSTER area. For repairs to all makes. phone, Stourport 2595-6. Franche Road Commercial, Ltd., Sandy Lane, Stourport. 222-649

DAY AND NIGHT SERVICE**COMMERCIAL AND PRIVATE.****MAIN FORD DEALERS.****A. DEARDS MOTORS, LTD.**

43-45 ACRE LANE.

BRITTON, S.W.2.

BRITTON 6431 (SIX LINES). 222-656

STAFFORDSHIRE Newcastle (Staffs) Motor Co., Ltd., Commercial Vehicle Repair Depot, Newcastle Rd., Trent Vale, Stoke-on-Trent. Phone 64621-2-3. 222-654

MARSHALLS (CAMBRIDGE), LTD., Austin Distributors, 18 Jesus Lane, Cambridge. Phone 58391. 901-667

ALL night salvage, tyre and emergency repair service. Ford, A.E.C., Perkins, County Garage Co., Ltd., Lowther St., Carlisle. Phone 24234 (six lines). 902-670

24-HOUR breakdown service. Moorwell Motors, Ltd., 366 Newport Rd., Phone, Cardiff 34336. 915-672

BRISTOL and district 24-hour breakdown and recovery service. Commercial and private. Arlington Alma Garage, Ltd., 103 Victoria St., Bristol. Phone, day 27063; night 24669. 222-673

SOUTH AND WEST OF ENGLAND.**SPARSHATT'S****SOUTHAMPTON.**

HEAVY LEYLAND RECOVERY AND BREAKDOWN VEHICLE WITH SPECIALIZED CREW.

PHONE: DAY TOTTON 2258.

PHONE: NIGHT TOTTON 3093. 222-700

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FULL NIGHT SERVICE.

MONDAY TO FRIDAY.

for VAUXHALL CARS

and BEDFORD TRUCKS.

SPURLINGS,

Edgware Road, The Hyde, N.W.9. Col 7171.

New Inn Yard, Shoreditch, E.C.2. Sho 8433.

222-741

LONDON and Home Counties. 24-hour repair service. A.E.C. agents, spares for all makes, two heavy breakdown vehicles available. Commercial Vehicle Repairs (Essex), Ltd., Cranes Close, Basildon, Essex. Phone, Basildon 20223-4-5. 943-702

A59

AUCTIONS

By Order of the Secretary of State for Air.
Thirty-ninth Sale.

**E. R.
R.A.F., STAFFORD**

on the main Sandon Road, 2 miles from Stafford Town Centre.

SOUTH AND STUBBS

ARE INSTRUCTED TO SELL BY AUCTION
ON
WEDNESDAY, MARCH 1, 1961,
AT

HEADQUARTERS SITE, R.A.F., STAFFORD.
A LARGE QUANTITY OF SURPLUS
GOVERNMENT STORES

INCLUDING MISC. PLANT SPARES, M.T. SPARES,
AERO ENGINE SPARES, PARACHUTE PACKS AND
CUSHIONS, KHAKI AND WHITE NYLON PARA-
CHUTES, KITCHEN EQUIPMENT, COMPRESSORS,
BEDFORD PISTONS AND LINERS AND SPARES,
WOOD CASES, BICYCLES, FIRE EXTINGUISHERS,
ETC.

SALE AT 11.00.

ON VIEW: Monday and Tuesday, February 27 and 28,
from 10 a.m. to 4 p.m. and morning of Sale to 11 a.m.
CATALOGUES 1s. each (P.O. only) from the Auctioneers.
Auctioneers' Offices: 28 Enigate Street, Stafford.
(Phone 2331-2) 896-28

CONTRACTS FOR HIRE AND WANTED

MAXIMUM capacity carrying tankers. All types
available. Hatter Bros., Grays, Essex.
CONTRACT wanted for 12-ton artic., with two 25-ft.
trailers, based between Liverpool and Preston, could
be painted your own name and colours, any distance
and return loads from anywhere, this is a first-class modern
vehicle. Box CM963, care of "The Commercial Motor." 897-9758
OLD-ESTABLISHED Surrey haulage contractor requires
regular loads from Birmingham and London Areas,
for new 10-ton 18-ft. drop-side lorry. A licence, good
commission for introduction. Box CM9617, care of "The
Commercial Motor." 897-81944
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CM9125, care of "The Commercial Motor." 896-413

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HENDYS FOR FORD.

BRITAIN'S FIRST FORD DEALER.
DIESEL 4D AND 6D ENGINES WITH REAR-END
CONVERSIONS AT LOW COST.
LET US QUOTE YOU.

PERCY HENDY, LTD.

SOUTHAMPTON 2831 (EIGHT LINES). 222-955

CONVERT YOUR VEHICLES

TO

FORD 4D AND 6D POWER.

ALL MAKES OF VEHICLES UP TO 7 TONS CAN
NOW BE FITTED WITH THE COST-CUTTING FORD
4D AND 6D ENGINES, MEANING—

LOWER INITIAL COST,
MORE M.P.G.,
CHEAPER MAINTENANCE.

And the cost of conversion is very reasonable.
Let us quote you for your vehicles.

QUICKS FOR FORDS.

INDUSTRIAL UNIT SALES DEPT.,

WILMSLOW ROAD, CHEADLE, CHESHIRE.
Phone, Mercury 2345-6. 222-929

FORK-LIFT PALLETS

PALLETS made with reclaimed timbers to any required
size. Inquiries invited. Keen prices. Sam B. Allison,
Ltd., 48 Whitevale St., Glasgow, E.I. Phone, Bri
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FORK-LIFT TRUCKS

HIGH-QUALITY forklift trucks!!!
IMMEDIATE delivery!!! Petrol, diesel and electric!!!

COVENTRY Climax, petrol, 1,500 lb., 9-ft. lift, £550.

CLARK, petrol, 4,000 lb., 9-ft. lift, £595.

CLARK, petrol, 6,000 lb., 9-ft. lift, £695.

CLIMAX, petrol, 4,000 lb., 12-ft. lift, £750.

CLIMAX, diesel, 5,000 lb., 12-ft. lift, £1,000.

STACATRUC, diesel, 5,000 lb., 12-ft. lift, £950.

LANSING Bagnall, electric, 2,300 lb., 10-ft. lift, with
charger, as new, 1958 model, £1,000.

FULL details on application, for appointment to view,
Speed Electrics, Dept. CM, Church St., Basford,
Nottingham. Phone 27516. 896-85

2-TON Coventry-Climax forklift, £675. Stout, 896-181
Barnsley 1136.

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PAUL CHILDS, L. TD.

58 BIRCH GROVE,
LONDON, W.3.
Acorn 2398.

BEST market rates—no-claims bonus to 40%. Monthly
or quarterly payments accepted. 896-655

LOADING SHOVELS

OVERHAULED loaders.

MERTON 454 two-way loader, 1959, four-wheel-drive,
£1,675.
CHASSISIDE diesel 500, 1957, in really good order,
£895 o.n.o.
MERTON R50 two-way loader, 1957, 1-cu.-yd. bucket,
a first-class machine at £795.
WEATHERILL diesel 2MCR, 1945, thoroughly
checked over, £695 o.n.o.
WEATHERILL diesel 4H overloader, 1956, carefully
overhauled, £675 o.n.o.
MURRILL diesel loader, 1953, ex council machine,
good running order, £125.
CHASSISIDE cable loader, 1950, petrol engine, ex
council machine in good running order, £75.
MERTON ENGINEERING CO., LTD., Fagus Rd.,
Feltham, Middlesex. Phone, Feltham 6208. 897-9750

MISCELLANEOUS

STEEL-FRAMED building.

125 FT. x 120 ft., giving uninterrupted floor space.
approx. 15,000 sq. ft., steelwork as new, complete
framework only, £2,950 delivered to site within 100 miles
radius.

E. PITT AND CO. (COVENTRY), LTD., Brackley
Town Station, Brackley, Northants. 897-9760

H.P. Companies please note. Norton and Hunter
(London), 183 Leytons Road, N. Stratford, E.15.
We wish to buy all types of repossessed commercial
vehicles. Maryland 5077. 896-148

PACKING AND SHIPPING

ROYAL 5161. The quickest way of shipping your
car anywhere in the world is through—
FLEXHILL SHIPPING CO., LTD., 6 Rangoon St.,
E.C.3. 896-741

SITUATIONS VACANT

A.M.I.M.J. City and Guilds, A.M.I.Mech.E., etc., on
"No pass, no fee" terms. Over 90% successes. For
details of exams, and courses in all branches of auto-
diesel, area, mechanical engineering, etc., write for 148-
page, handbook, free. B.I.E.T. (Dept. 725), 29 Wright's
Lane, London, W.8. 222-812

FIRST-CLASS fully experienced traffic clerk required
for London clearing house. Mainly concerned with
Midland Area. Salary and commission. Write giving full
details, experience, etc. Box CM9115, care of "The
Commercial Motor." 896-9615

EXPERIENCED clearing house manager required for
London office of well-known company. Salary and
commission. Write giving full details, experience, etc.
Box CM9116, care of "The Commercial Motor." 896-9616

EXPERIENCED Commercial-vehicle Salesman required.
must be Ford-trained with sales record; generous
commission and salary with exclusive territory offered to the
right person. Apply in writing to:—

SALES Manager, Gilbert Rice, Ltd., 2-14 Worthing Rd.,
Horsham, Sussex. 896-9675

ASSISTANT TRAFFIC SUPERINTENDENT.

APPLICATIONS (in confidence) are invited by a large
road haulage undertaking in South Wales, from
candidates with good educational background, personality,
and initiative. Knowledge of road haulage working, and
ability to supervise essential.

PROGRESSIVE and pensionable post for successful
applicant. Apply stating age, experience, and salary
required to Box CM962, care of "The Commercial
Motor." 896-43

YOUNG man required to train as commercial vehicle
salesman, must be keen to enter the commercial motor
trade on the sales side. Apply in writing to Box CM9153,
care of "The Commercial Motor." 896-182

EXPERIENCED commercial vehicle salesman required,
the more experience you have the greater your
remuneration both in salary and commission, all expenses
paid, car supplied. Apply in writing to Box CM951, care
of "The Commercial Motor." 896-183

TECHNICAL Sales Representatives required by old-
established and progressive trailer manufacturers, one
to cover Midlands and one for Northern England. Com-
mercial vehicle background and sales experience essential,
commencing salary according to qualifications. Commission
will be paid. Box CM9612, care of "The Commercial
Motor." 896-1876

MAIN B.M.C. distributors in Surrey area require a
commercial vehicle sales manager. Applicants must
be experienced in all aspects of the commercial vehicle
business, and must have a first-class record. Excellent
salary and prospects for the right man. Apply in first
instance by letter to Box CM968, care of "The Commercial
Motor." 896-327

TRAILER building company require a competent
draughtsman with experience of tractor 5th wheel and
automatic coupling installations to work on interesting
development of existing and new designs. Box CM9616,
care of "The Commercial Motor." 896-1933

EXPERIENCED commercial vehicle salesman required
by Vauxhall-Bedford main dealer, West London.
Salary and commission, car provided, pension scheme.
Apply in writing giving full details of experience. Applica-
tions treated in confidence. Box CM9114, care of "The
Commercial Motor." 896-484

TRANSPORT manager required, N. London, A-lia-
ence fleet; only alert, knowledgeable applicants need apply.
Write full details of experience and salary required. Box
CM945, care of "The Commercial Motor." 896-473

FOREMAN wanted for small modern bodyshop
specializing in commercial and P.V. repairs, good
scope to live, energetic man with good records. Apply
Box CM9511, care of "The Commercial Motor." 896-502

SALESMAN required by large internationally known
British manufacturer of speed equipment and acces-
sories for the London area, excellent opportunities for top
grade energetic man, preferably well known in motor-
ing circles, salary, bonus, expenses and car provided. Write
giving details of sales experience and salary required.
Box CM9515, care of "The Commercial Motor." 897-9736

Miscellaneous Advertisements (contd.)

CITY OF LIVERPOOL.

EDUCATION COMMITTEE.

COLLEGE OF BUILDING.

Principal:

T. E. HALL, Dip. Arch, A.R.I.B.A.

APPLICATIONS ARE INVITED FROM SUITABLY
QUALIFIED PERSONS FOR THE APPOINTMENT OF

ASSISTANT,

GRADE "A,"

IN

MOTOR BODY WORK PANEL BEATING

(full time), to teach the theory and practice of panel
beating, welding and ancillary subjects to apprentices who
are preparing for the City and Guilds of London Institute
examinations in Motor Body Work. Salary, £520 a
£27 10s. to £1,000 per annum (Barnham Technical
Report). Additional graduate and training allowances,
where applicable, will be paid and the commencing salary
will be assessed according to previous industrial,
professional and teaching experience. Applicants should
hold the C.G.L.I. qualification in Sheet Metal Work and
have had good experience in new and repair work in the
motor body industry. Teaching experience is desirable.
Duties to commence September 1, 1961.

Application forms (returnable by March 3, 1961) and
further particulars, from H. S. Magnay, M.A., Director of
Education, 14 Sir Thomas St., Liverpool, 1.

THOMAS ALKER, Town Clerk,

and Clerk to the Local Education Authority.

(J.6644)b 896-34

GOOD fitter required to assist in maintenance of com-
mercial fleet, B.M.C. and Bedford diesel experience
essential. Good wages. Pension scheme. Box CM9521,
care of "The Commercial Motor." 896-81750

TRANSPORT manager's assistant required by North
London company. High-class C-lia-ence fleet, local
and long distance, starting salary £600-£700, good prospects
of promotion, permanent pensionable post. Details of
age, experience, present salary to Box CM961, care of
"The Commercial Motor." 896-39

SALESMAN wanted for selling commercial vehicles on
own initiative, Austin dealers. Apply Mr. Davey, J. R.
Inwards, Ltd., High St., Ruislip 3013-4. 896-23

ASSISTANT works manager-receptionist required for
modern garage, must have good working knowledge
of motor trade experience in customer relations and
workshop progress chasing, excellent prospect of promo-
tion, West Middlesex area. Write Box CM964, care of
"The Commercial Motor." 896-42

SALES manager required by small, but developing
motor trade organization. Successful applicant will be
experienced in car and commercial vehicle trading, part-
exchange valuations, training and organizing salesmen. In
ret. will be supplied with basic salary, participation in
results and a large flat. Full particulars with age and
present earnings in confidence to Box CM965, care of
"The Commercial Motor." 896-41

SITUATIONS WANTED

COMMERCIAL motor mechanic, City and Guilds
Mechanic Technicians and National Craftsman's Certi-
ficate, position with unfurnished accommodation. Box
CM967, care of "The Commercial Motor." 896-328

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LENHAM STORAGE CO., LTD., near Maidstone,
Kent. Southern England's foremost warehouses,
capacity 34 million cu. ft. For storage and daily distri-
bution of all classes of commodities by own covered
transport throughout Kent, Surrey and Sussex. Phone,
Lenham 441 (five lines). 222-653

STORAGE available with easy access to Liverpool or
Birkenhead docks. Transport facilities to all parts of
the country. Phone, Transport Department, G. and S.
Motors (Hooton), Ltd., Willaston (Wirral) 3155, 2250.
897-9704

EXCELLENT storage accommodation available in East
London. Collection and redistribution as required.
Phone, Maryland 8558. 896-187

TENDERS

METROPOLITAN BOROUGH OF
CAMBERWELL.

TENDERS ARE INVITED FOR THE SUPPLY OF:—

- ONE 2-TON KARRIER TIPPING TRUCK
- TWO 25 CU. YD. BIN LIFT REFUSE COLLECTION VEHICLES.
- ONE KARRIER YORKSHIRE MECHANICAL SWEEPER.
- ONE 3-TON BEDFORD LONG-WHEELBASE TIPPING TRUCK.
- ONE 5-TON BEDFORD LONG-WHEELBASE TIPPING TRUCK.
- ONE 5-TON BEDFORD LONG-WHEELBASE TIPPING TRUCK WITH HYDRAULIC LORRY LOADER.
- ONE 500-GALLON DENNIS GULLY EMPTIER.
- ONE MECHANICAL LOADING SHOVEL 1½ CU. YD.
- ONE THWAITES 15-CWT. DUMPER.

Tender forms on application to the Borough Engineer and
Surveyor, Town Hall, S.E.5.
Closing date Thursday, March 2, 1961. 896-9730

Miscellaneous Advertisements (contd.)

MOUNTAIN ASH URBAN DISTRICT COUNCIL.

THE ABOVE COUNCIL INVITE TENDERS FOR THE SUPPLY AND DELIVERY TO MOUNTAIN ASH OF THE FOLLOWING VEHICLE:—

ONE

KARRIER GAMECOCK 10-CU.-YD. ALL-STEEL REFUSE COLLECTOR.

Type 3-4-ton low-loading chassis on 27-in. x 6-in. 10-ply heavy-duty pneumatic tyres with twin rear and spare, with 3-seater cab and embodying a Rootes high-speed direct-injection 2-stroke diesel engine, 4-speed synchromesh gearbox, servo-assisted hydraulic brakes and fitted with semi-circular steel sliding dust covers, double-opening rear doors, power hydraulic end-tipping gear together with rear step.

The tender for the vehicle must include for painting, lettering to the Council's requirements, licence holders and for number plates.

Tenders stating delivery period must be sent in plain sealed envelopes endorsed "TENDER FOR LORRY" so as to reach the undersigned not later than noon on Monday, March 12, 1961.

The Council do not bind themselves to accept the lowest or any tender.

Town Hall, R. GWYNNE RICHARDS.
Mountain Ash. Clerk to the Council.
February 16, 1961. 896-26

LEICESTERSHIRE, CHARNWOOD ROAD, SHEPHERD.

EXTENSIVE FREEHOLD
TRANSPORT PREMISES.
AMPLE OFFICE ACCOMMODATION, WORKSHOPS
AND ROOM FOR EXPANSION.
TOTAL SITE AREA: 1,900 SQ. YDS.
APPROXIMATELY.

FOR SALE BY TENDER.
FOR FURTHER PARTICULARS APPLY:
DIVISIONAL SURVEYOR.

BRITISH ROAD SERVICES, LTD.,
30 HARBORNE ROAD, BIRMINGHAM, 15.
LATEST DATE FOR RECEIPT OF TENDER,
MARCH 25, 1961. 896-35

MANCHESTER CORPORATION WATERWORKS.

TENDERS INVITED FOR
THREE
CRAWLER TRACTORS,
ALL DIESEL-ENGINE AND EACH COMPLETE
WITH HYDRAULICALLY OPERATED ANGLEDOR
AND CABLE CONTROL UNIT.

General Conditions and Forms of Tender (returnable by Wednesday, March 1, 1961) obtainable from the Secretary, Waterworks Offices, Town Hall, Manchester, 2. 896-529

PRIMROSE: Full details
PRIMROSE
GROUP
SALES
Clitheroe Rd.
Whalley,
Lancs.
Tel.: 331617

THIRD AXLE and
TWIN STEER CONVERSIONS
FOR EXTRA PAYLOAD

FOR ALL NEW THAMES
& USED VEHICLES
DAGENHAM MOTORS
WOOLWICH
WOO 7771
TRUCK SALES DEPT.

Miscellaneous Advertisements (contd.)

MANCHESTER CORPORATION WATERWORKS.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY TO

POLAND STREET GARAGE, MANCHESTER.

OF EIGHT

LAND-ROVER VEHICLES

AND ONE

TRAILER.

Schedules, conditions and forms of tender (returnable by Wednesday, March 1, 1961) obtainable from the Secretary, Waterworks Offices, Town Hall, Manchester, 2. 896-530

MANCHESTER CORPORATION WATERWORKS.

TENDERS INVITED FOR THE SUPPLY AND DELIVERY TO

POLAND STREET GARAGE, MANCHESTER.

OF 13

FORD COMMERCIAL VEHICLES

OF VARIOUS TYPES.

Schedules, conditions and forms of tender (returnable by Wednesday March 1, 1961) obtainable from the Secretary, Waterworks Offices, Town Hall, Manchester, 2. 896-528

DEPTFORD BOROUGH COUNCIL

OFFERS FOR SALE:—

ONE SCAMMELL MECHANICAL HORSE WITH YORKSHIRE GULLY EXTRACTOR TRAILER (KXT 602).

ONE 2-TON KARRIER BANTAM VEHICLE (KGJ 779).

ONE SCAMMELL 12-CU.-YD. BARRIER LOADER SEMI-TRAILER.

ONE BOX-TYPE MORRIS VAN (HYU 370).

ONE HOLMAN COMPRESSOR.

Offers on the appropriate form to the Borough Engineer, Deptford Town Hall, New Cross, S.E.14, by Wednesday, March 1, 1961. Vehicles and plant may be inspected at Council's Depot, Creekside, S.E.8, between 9 a.m. and 4 p.m. (Monday to Friday) by arrangement with the Mechanical Superintendent (Tid 3509).

The Council does not bind itself to accept the highest or any offer. 896-249

Miscellaneous Advertisements (contd.)

SOUTHGATE BOROUGH COUNCIL.

SOUTHGATE BOROUGH COUNCIL INVITE TENDERS FOR THE SUPPLY OF A

NEW 5-CWT. VAN.

Forms of application may be obtained from the Borough Engineer and Surveyor, Town Hall, Palmers Green, N.13. The closing date is noon on Monday, March 6, 1961.

Town Hall, GORDON H. TAYLOR,
Palmers Green, Town Clerk
N.13.
February, 1961. 896-546

BOOKS AND PUBLICATIONS

MAINTENANCE RECORD (Charnwood Series No. 59). A life history of each vehicle with tyre records, petrol and oil consumption. 4s. 6d. post free.

DIESEL oil stock books. Cost books, etc. Send for descriptive list.

CHARNWOOD PUBLISHING CO., LTD., Coalville. 222-869

THE OPERATORS' GUIDE TO THE TRANSPORT ACT, 1953. Explains the process of denationalization of road goods transport and the rights and liabilities of road transport operators. 32 pages, 1s. 6d. net from booksellers, or 1s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

WHO'S WHO IN THE MOTOR INDUSTRY (Third Edition). A directory of Personnel in the British Motor and Commercial Vehicle industries and a comprehensive guide to constituent companies in the two industries, and to allied organizations and trade associations. Includes sections on the Motoring Press, British Motor Clubs and an extensive Biographical Section. 548 pages. Price 42s. net or 43s. 6d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

LONDON WHARVES AND DOCKS (2nd Edition). A guide to the wharves and docks lining the river from Teddington to Gravesend. Detail facilities afforded by the wharves, together with 17 full-page maps showing their positions. A pull-out map indicating the main routes to London's dock area is included. Illustrated. 104 pages, 7s. 6d. net (laminated paper board) and 6s. net (laminated card covers) from booksellers, or 8s. 2d. and 6s. 7d. respectively by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MOTOR VEHICLE MECHANICS' TEXTBOOK (Second Edition), by F. R. Sully. Based on the syllabus of the City and Guilds of London Institute Examination in Motor Vehicle Service Mechanics' Works, this book is designed for students entering for the Award of the National Craftsman's Certificate of Automobile Technology. It deals with many of the mathematical and mechanical problems which a motor-vehicle mechanic is likely to encounter in his work. Illustrated, 237 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

"MODERN CLEANSING APPLIANCES" by Ashley Taylor. A survey of the municipal cleansing field, with information on its practices and appliances both in Great Britain and abroad. Illustrated, 160 pages, 12s. 6d. net from booksellers, or 13s. 4d. by post from the publishers, Temple Press Limited, Bowling Green Lane, London, E.C.1. 222

MULTIWHEELER

SEMI-TRAILERS

Single-axle
semi-trailers
of 8-10-12
tons capacity. Other models
to specified requirements.

MULTIWHEELER (Commercial Vehicles) LTD.
Phone: BYR 1880.
ROXETH GREEN AVENUE,
GRAMS: MULTIWHEELER, NORPHONE, SOUTH HARROW,
LONDON, MIDDX.

HARTRIDGE

NOZZLE

POPTEST

FOR EFFICIENT
DIESEL SERVICE



LESLIE HARTRIDGE LTD.
157 Great Portland Street, London, W.1.
Telephone: LANgham 7191-2-3

TYRES!!! TYRES!!! TYRES!!!
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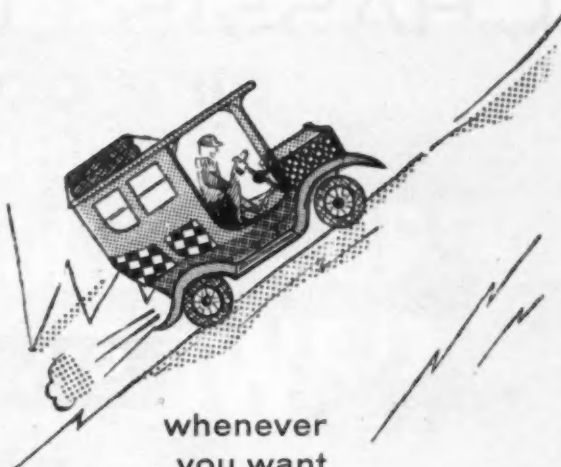
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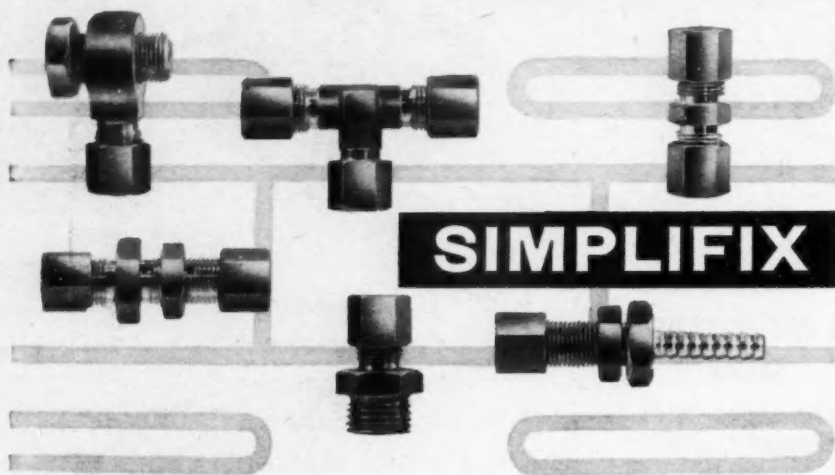
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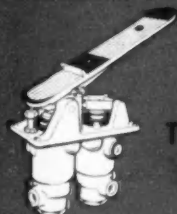
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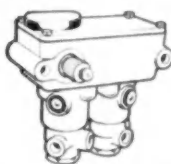
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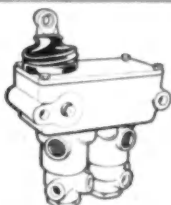
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